The Hong Kong Daily Press.

No. 5174 號四十七百一千五第 日四初月五年戌甲治同 HONGKONG, WEDNESDAY, 17TH JUNE, 1874. 三拜禮 號七十月六英 港香 [PRICE $2½ PER MONTH.

Arrivals.

June 16, HANKOW, British steamer, 2,251, W. Courtenay, Liverpool May 3rd, and Singapore June 11th, General.—BUTTERFIELD & SWIRE.
June 16, BEHAR, British steamer, 1,100, W. B. Andrews, Whampoa June 16th.—P. & O. S. N. Co.
June 16, PILGRIM, American ship, 952, Fotule, Boston February 14th, Ice.—TUDOR Co.
June 16, GOLDEN SPUR, British ship, 656, S. E. Farrall, Cardiff 18th February, Patent Fuel.—MESSAGERIES MARITIMES.

Departures.

June 16, PEIHO, str., for Shanghai.
June 16, DHARWAR, for Cebu.
June 16, GRANADA, str., for Yokohama and San Francisco.
June 16, YESSO, str., for East Coast.
June 16, H.I.C.M. g-b. CHING-TSING, for Canton.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JUNE 16TH.
Granada, str., for Yokohama and San Francisco.
Yesso, str., for East Coast.

Passengers.

ARRIVED.
Per *Pilgrim*, from Boston:—Mr. Harper.

DEPARTED.
Per *Yesso*, str., for East Coast:—Mrs. Duncan, 1 Cabin and 100 Chinese.
Per P.M.S.S. Co.'s str. *Granada*, for Yokohama and San Francisco:—For Yokohama.—One Chinese. For San Francisco.—Mr. W. Law, 1 European and 365 Chinese.

Reports.

The American ship *Pilgrim* reports left Boston on February 14th; had light baffling winds throughout the passage, with the exception of several squalls off the Paracels, between lat. 35 and 40 S. Passed Anjer on May 21st.

The British steamship *Hankow* reports left Liverpool on May 3rd, and Singapore on 11th June. From Singapore had strong E.N.E. to E. winds with threatening appearance from the S.E., for three days, with frequent hard squalls and heavy rain, the latter part fresh E.N.E. winds and frequent rain. On the 13th instant, passed a Siamese bark, shewing Marryat's Code, first pendant 4,563, bound South.

The British ship *Golden Spur* reports left Cardiff on 18th February. Experienced strong winds from the W.N.W. and W.S.W. till the 25th, then unsteady weather until the 28th Feb., when experienced a strong gale from the S.W., in lat. 48 S., and long. 12 W.; passed Madeira on 3rd March; from thence light N.N.E. winds; made Trinadad on 27th March; from thence till the 11th April experienced a succession of light airs and fine weather; passed the meridian of the Cape of Good Hope on the 18th April, with Easterly winds and heavy sea from the same quarter, and a dark black appearance for eight days; made the Eastern Passage, in 40 S. lat.; made Amsterdam on May 7th; Christmas Islands on the 19th; Java Head on the 20th; Anjer on the 23rd. The rest of the passage fine.

MANILA SHIPPING.
ARRIVALS.
May 28th, Freia from Cardiff; Morse from Hiogo; 29th, Johanna from Hongkong, Mountain Lawrel from Newcastle, str. Irurac-bat from Liverpool &c.; 30th, str. Paragua from Singapore, str. Leonor from Amoy via Hongkong; June 3rd, Trinidad from Liverpool; 8th, str. Formosa from Hongkong.
DEPARTURES.
May 26th, str. Pasig for Singapore; 27th, Wakefield for Hongkong; 28th, str. Corregidor for Hongkong; 31st, Springfield for New York, Markaway for New York, str. Aurrera for Liverpool, via Singapore and Cadiz; 2nd June, Adelia Carleton for New York; 5th, str. Leonor for Hongkong; 6th, Cromwell for Boston; 7th, Ellise for Liverpool, str. Emmy for Hongkong.

Vessels Expected at Hongkong.
(Corrected to Date.)

Vessel's Name.	From.	Dates.
Batavia	Cuxhaven	Dec. 30
Deognum	Cardiff	Jan. 15
Avonmore	Cardiff	Jan. 24
Leonore (s)	Portland	Feb. 8
Alejandro	New York	Feb. 10
Elizabeth Dougal	Cardiff	Feb. 18
Waltikka	Liverpool	Feb. 19
Frances	Shields	Feb. 19
G. T. Pearson	Cardiff	Feb. 22
Courrier	Swansea	Feb. 25
Aracan	London	March 3
Warrior (s)	Liverpool	March 4
New Republic	New York	March 4
Charmer	Liverpool	March 9
Everhard	Newcastle	March 10
J. Christian	Hamburg	March 11
F. M. Thayer	Cardiff	March 19
Lathley Rich	Cardiff	March 21
Atlantic	Penarth	March 21
Star of China	Swansea	March 22
J. Christian	Cuxhaven	March 24
Dan	Cuxhaven	April 5
Taitsing	London	April 6
Comet	Cardiff	April 7
Cleopatra	Penarth	April 8
Morning Light	Penarth	April 16
North American	Liverpool	April 20
Melbrek	London	April 26
Bengal (s)	London	April 28
Menelaus (s)	Liverpool	April 30

Auction Sales To-day.

None.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*
333 Hongkong, 1st March, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
NOTICE.
AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co., *Agents.*
tf 131 Hongkong, 21st January, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN, *Agent.*
1y 966 Hongkong, 18th June, 1873.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.........1,000,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | Wm. Lemann, Esq.
E. R. Belilios, Esq. | Thos. Pyke, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.
A. F. Heard, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation, No. 1, Queen's Road East, Hongkong, 16th February, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.
RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	£ Sterling.
PAID-UP CAPITAL	80,000,000	3,200,000
RESERVE FUND	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.
LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.
Interest Allowed
On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances; 2½ %, subject to 15 days' notice of withdrawal; and 3 %, subject to one month's notice.
On Fixed Deposits:
For 3 months 3 % per annum.
" 6 " 4 % "
" 12 " 5 % "
A. PHILIPPE, *Acting Manager.*
Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 2nd June, 1873.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.
London Office.........3, Angel Court.
New York Agents, J. & W. SELIGMAN & Co., 21, Broad Street.
AUTHORIZED CAPITAL STOCK..........$6,000,000.
WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
FRED. F. LOW, IGN. STEINHART, } *Managers.*
1y 1887]

DISSOLVED PERUVIAN GUANO,
PREPARED BY
OHLENDORFF & CO.,
LONDON, ANTWERP, HAMBURG, AND EMMERICH-ON-RHINE.
GUARANTEED TO CONTAIN
Nitrogen equal to 10 per cent. of Non-Volatile Ammonia.
20 " Soluble } Guano Phosphate.
4 " Insoluble }

THIS Manure is prepared from *genuine Peruvian Government Guano*. The result of its special treatment is that the Ammonia is fixed, the Phosphates in the Raw Guano rendered soluble, and the Manure brought into the condition of a free dry powder.
It loses nothing from exposure to the atmosphere, or to the heat of the sun. It is offered to the farmer with a *Guarantee* of its composition, and is, in fact, the richest and, considering the quality, the cheapest *Guaranteed Manure* at present in the market. Its fertilising properties are such as will enable the consumer to derive the greatest economical advantage from the use of Guano.

APPLICATION OF DISSOLVED PERUVIAN GUANO TO COLONIAL PRODUCE.
SUGAR CANE.—Dissolved Peruvian Guano produces strong and succulent canes, rich in crystallizable sugar, without detriment to the productive power of the land. From 3 to 4 cwts. of Dissolved Peruvian Guano per acre is a good dressing for Sugar Cane.
INDIAN CORN.—Three to 4 cwts. of Dissolved Peruvian Guano per acre exercises a powerful effect upon Indian Corn, and largely increases this crop.
RICE.—We should strongly recommend the use of 2 to 3 cwts. per acre for Rice, for, although irrigation is generally solely relied upon as a means of producing a good crop of Rice, there can be no doubt that, in addition to irrigation, 2 or 3 cwts. of Dissolved Peruvian Guano per acre will be highly beneficial.
TEA.—Judging from the limited experience at our command with regard to the manuring of Tea plantations, we confidently recommend it to planters, whose reports we shall be glad to receive.
COTTON.—The yield of Cotton has of late years been greatly increased by the use of artificial manures, containing a fair proportion of ammonia and much soluble phosphate of lime, potash, and other alkaline salts. Dissolved Peruvian Guano meets the requirements of the Cotton plant, inasmuch as it furnishes all the elements of fertility which are calculated to promote the luxuriant growth of the same. If the increase in quantity be made the chief object, 4 to 5 cwts. of Dissolved Peruvian Guano per acre will prove most advantageous; but if greater care be given to the fine quality of the Cotton, the use of 2 to 3 cwts. of Dissolved Peruvian Guano, together with 2 to 3 cwts. of mineral superphosphate, per acre, will be found to answer better.

OHLENDORFF & CO.,
OFFICES—110, FENCHURCH STREET, LONDON, E.C.
WORKS—AT PLAISTOW (NEAR VICTORIA DOCK,) LONDON, E.C.
N.B.—In applying Dissolved Guano, and, indeed, all concentrated Artificial Manures, it is desirable to mix them with about twice their bulk of dry earth, sifted vegetable ashes, or similar substances, so as to secure an even distribution of the manure, and to prevent its coming into direct contact with the seed.
IT SHOULD ALWAYS BE KEPT DRY TO AVOID LOSS.
For further particulars, apply to
MEYER, ALABOR & Co., *Hongkong.*
tf 511 Hongkong, April 2nd, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1848.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Notices of Firms.

NOTICE.
I HAVE this day admitted Mr. FRANK LEYBURN a partner in my Business, which will, for the future, be conducted under the style or firm of
ODELL & LEYBURN,
JOHN ODELL.
1m 784 Foochow, 1st May, 1874.

NOTICE.
MR. JAMES BRADLEE SMITH is authorized to sign our firm, per procuration, in Hongkong and China, from this date.
OLYPHANT & Co.
tf 492 Hongkong, 1st April, 1874.

NOTICE.
THE Interest and Responsibility of Mr. ALEXANDER McGLASHAN HEATON, in our Firm, ceases this day.
DOUGLAS LAPRAIK & Co.
92d 488 Hongkong, 31st March, 1874.

NOTICE.
I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.
THE Business hitherto conducted by the Undersigned at this Port under the style of KRUMMENACHER & Co., will henceforth be continued under the Firm of
RADECKER & Co.
Mr. A. DROEGE is authorized to sign the Firm by procuration.
R. RÄDECKER.
1m 849 Hongkong, 30th May, 1874.

NOTICE.
MR. H. KUHLMANN was admitted a partner in our firm on the 1st January, 1874.
KRUSE & Co.
2m 613 Hongkong, 22nd April, 1874.

NOTICE.
MR. HENRY WILLIAM DAVIS is this day admitted a partner in our Firm in Hongkong and China.
PURDON & Co.
tf 665 China, 1st May, 1874.

NOTICE.
THE Interest and Responsibility of Mr. LEOPOLD KAHN, in our firm, ceased on 30th April last, and Mr. CHARLES KAHN is this day admitted a partner.
REISS & Co.
Hongkong, China, and Japan,
tf 666] 1st May, 1874.

THE Interest and Responsibility of Mr. EDWARD WINSLOW STEVENS, in our firm, in Hongkong and China, ceased on the 31st December last.
RUSSELL & Co.
3m 519 Hongkong, 4th April, 1874.

NOTICE.
THE Interest and Responsibility of Mr. JAMES REISS, in our firm, ceased on the 30th April, 1874.
REISS & Co.
Hongkong, China, and Japan,
tf 715] May 7th, 1874.

THE Interest and Responsibility of Mr. OTTO FRIEDRICH, in our firm, ceased on the 31st March, 1874.
LAMMERT, ATKINSON & Co.
tf 504 Hongkong, 2nd April, 1874.

NOTICE.
ON and after this date the undermentioned Local Insurance Offices will charge the following Rates of Premium per Steamers via Suez Canal, being those now current in London.

	W.A.	F.P.A.
HANKOW to LONDON.—		
TEA per Mail Steamers	2½	2
all other Steamers	3½	2¾
SHANGHAI or FOOCHOW to LONDON:—		
TEA per Mail Steamers	2½	1½
all other Steamers	3	2¼
SILK per Mail Steamers	1½	1¼
all other Steamers	2½	2
CANTON WATERS to LONDON:—		
TEA per Mail Steamers	1½	1¼
all other Steamers	2½	2
SILK per Mail Steamers	1½	1¼
all other Steamers	2	1¾
AMOY to NEW YORK:—		
TEA by Steamers	2½	2

JARDINE, MATHESON & Co., *General Agents, "Canton Insurance Office."*
N. J. EDE, *Secretary, "Union Insurance Society of Canton."*
For "The North China Insurance Company," REGINALD D. STARKEY, *Agent.*
tf 774 Hongkong, 16th May, 1874.

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.
THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks, being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men, in their several callings, can afford. [3m 702

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co., *Agents.*
1y 1 Hongkong, 1st January, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

PHŒNIX FIRE INSURANCE COMPANY
THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 1st March, 18[illegible]

Auctions.

PUBLIC AUCTION.
THE Undersigned will sell by Public Auction,
TO-MORROW,
the 18th June, 1874, at Noon, at his Sales Rooms, Queen's Road,—
20 Casks Quarts BEER.
Cases SHERRY.
" CHAMPAGNE.
" VERMOUTH.
" PORT WINE.
" GIN.
EAU DE COLOGNE.
Hair OIL.
Manila CIGARS.
Swiss CIGARS.
American Chewing TOBACCO.
REVOLVERS.
White and Coloured FLANNEL, HANDKERCHIEFS, White NECK-TIES, SHIRTS, &c.
And,
Sundry OFFICE FURNITURE, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, *Auctioneer.*
940 Hongkong, 17th June, 1874.

PUBLIC AUCTION.
THE Undersigned has received instructions from H. M.'s Naval Storekeeper, to sell by Public Auction, on
WEDNESDAY,
the 24th June, 1874, at 11 A.M., at H. M.'s Naval Yard,—
SUNDRY NAVAL and VICTUALLING STORES, comprising:—
About 2,000 New Iron Boiler TUBES.
" 800 " Stay do.
Old METAL, IRON, STEEL, Pig LEAD, &c., &c.
Canvas and Woollen RAGS, BUNTIN, INDIA-RUBBER, OLD LIGNUM VITÆ, GLASS, &c., &c.
Old BLANKETS, SHEETS, &c.
DUCK, CLOTH, DRILL, FLUSHING, &c.
A large quantity of CHINA, GLASS, &c., &c., &c.
And,
Metal PROPELLERS, for 40, 60, and 80 Horse-Power Engines.
One 60 Horse-Power ENGINE.
Also,
Two New Sets of BOILERS of 60 Horse-Power, now lying at Kowloon.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, *Government Auctioneer.*
918 Hongkong, 12th June, 1874.

PUBLIC AUCTION.
THE Undersigned has received instructions from the Hon. W. H. ALEXANDER, Official Assignee, to sell by Public Auction, on
FRIDAY,
the 26th day of June, 1874, at Noon, on the Premises,—
All those PIECES or PARCELS of LAND, situate between Wanchi Road and Cross Lane, Wanchi, and registered in the Land Office as Inland Lots Nos. 509 and 664.
For further particulars, apply to the Undersigned.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, the balance on completion of the Deed of Transfer. All expenses of transfer to be paid by the purchaser.
J. M. ARMSTRONG, *Government Auctioneer.*
937 Hongkong, 16th June, 1874.

SALE OF HOUSEHOLD AND OFFICE FURNITURE, ENGLISH-MADE BILLIARD TABLES, &c., &c.
LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on
SATURDAY,
the 27th June, 1874, at 2 o'clock P.M., at the PORTUGUESE CLUB, No. 15, *Gough Street,*—
The whole of the FURNITURE, &c., comprising 1 Handsome Green and Gold Rep Covered Drawing Room SUITE, PIANO, Crystal GASALIERS, MIRRORS, TABLES, Dining TABLE, ELECTRO-PLATED WARE, CROCKERY and GLASS WARE, Office DESKS, PRESSES, FENDERS and FIRE IRONS, Bedroom FURNITURE.
Also,
Two BILLIARD TABLES, by THURSTON & Co., CUSHIONS and CLOTHS, nearly new, complete with BALLS, CUES, GAS LAMPS and Sundry FITTINGS.
Catalogues will be issued prior to the Sale, and the Furniture will be on view on *Friday, the 26th June.*
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
938 Hongkong, 16th June, 1874.

A. S. WATSON & CO., CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

NOTICE.
P. & O. S. N. Co.
(STEAM TO SOUTHAMPTON *via* SUEZ CANAL.)
COMMENCING with the *NIZAM*, leaving Shanghai with the Homeward Mails on the 31st May, and Hongkong 6th June, the Mail Steamers of this Company will proceed direct to Southampton and London via the Suez Canal until further notice.
A. McIVER, *Superintendent.*
624 Hongkong, 24th April, 1874.

G. O. ROGERS, D.D.S., (Successor to Dr. V. D. COLLINS,)
DENTIST,
No. 7, ARBUTHNOT ROAD,
tf 247 Hongkong, 13th February, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.
NOTICE.
ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
RUSSELL & Co., *Agents.*
tf 877 Hongkong, 4th June, 1874.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
SPECIAL ATTENTION [illegible] Brokerage of [illegible] to the low rates of [illegible] ONE-THIRD all steamer risks, [illegible] by this Company on (33⅓) THIRTY [illegible] ALL OTHER RISKS PER CENT. allowed is FIFTEEN (15 %) LOCAL [illegible] the [illegible]
SIEMSSEN & Co., *Agents.*
1270 Hongkong, 6th June, 1874.

Intimations.

NEW SPRING AND SUMMER GOODS.
THOMPSON & HIND
Invite Inspection of their
LARGE AND VARIED ASSORTMENT OF NEW GOODS.
TASSORE and PIQUE COSTUMES.
VENTILATED STRIPED MUSLINS.
The KAME KAME LA! Dress Material.
Galatea STRIPED COSTUME CLOTH.
SATIN STRIPED GRENADINES.
BATISTES, LAWNS, and PERCALES.
New Styles in PRINTS and PRINTED CAMBRICS.
PLAIN COLOURED ORGANDI MUSLINS.
A New and Choice SELECTION of MILLINERY, received by each Overland Mail.
JET BROOCHES, EARRINGS, CROSSES, NECKLACES, and HAIR PINS.
New PLAITS, ROLLS, CHIGNONS, and HAIR of all descriptions.
CORSETS, DRESS IMPROVERS, and UNDERCLOTHING.
VELVET SMOKING CAPS, WOOL WORK in Slipper and Cushion Patterns.
TURQUOISE RUFFLES, MUSLIN EMBROIDERY.
Gentlemen's FELT and PITH HATS.
COTTON, THREAD, and SILK SOCKS.
China and India UNDER-VESTS, in Gauze, Merino, and Silk.
The Wilton SCARF and Club House TIE.
Parisian BOWS and COLLARS.
Military, Regatta, and Oxford SHIRTS.
LACE and MUSLIN CURTAINS.
Table LINENS and SHEETINGS.
33, *QUEEN'S ROAD,* HONGKONG.
457 Hongkong, 24th March, 1874.

FOR SALE.
THE PROPELLER and the whole of the SHAFTING, ex late S. S. "*Azof.*"
The Screw Shaft *is Steel.*
For particulars, measurements, &c., apply to
WM. GORDON, *The Docks, Amoy.*
tf 924 Amoy, 11th June, 1874.

TO LET,
(Furnished if required.)
A THREE-STOREY Comfortable HOUSE in a respectable locality, Hollywood Road, having Nine Rooms, and a fine view of the whole Harbour. Rent moderate. Address "A.," care of this paper.
tf 935 Hongkong, 16th June, 1874.

ROSE & Co. having LEASED the NEW BUILDINGS next the HONGKONG HOTEL, their present Premises, corner of Wellington and Pottinger Streets, will be TO LET from 1st July next. For Terms, apply to
ROSE & Co.
tf 820 Hongkong, 26th May, 1874.

TO LET,
With Possession on 1st May.
THE OFFICE now occupied by the HONGKONG AND CHINA BAKERY Co.
Apply to the HONGKONG DISPENSARY.
tf 526 Hongkong, 6th April, 1874.

TO LET,
With immediate possession.
THE HOUSE No. 7, Aberdeen Street. Water and Gas laid on.
Apply to A. F. ALVES.
tf 920 Hongkong, 13th June, 1874.

TO LET,
From 1st June next.
OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET,
With possession on the 1st July.
BOULDER LODGE, at present in the occupation of C. S. SHERWOOD, Esq.
Apply to G. FALCONER.
tf 883 Hongkong, 29th May, 1874.

TO LET.
HOUSES Nos. 2, 4, and 6, in Hollywood Road, lately forming part of the "Hotel d'Europe." Apply to
DAVID SASSOON, SONS & Co.
tf 783 Hongkong, 19th May, 1874.

TO LET.
THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET,
With immediate possession.
NO. 108, Queen's Road, OFFICE and DWELLING HOUSE, with GODOWNS attached, lately occupied by Messrs. SANDERS & Co.

DWELLING HOUSES.
Alexandra Terrace.
No. 13, Gage Street.
" 8, Gough Street.
" 19a, Hollywood Road, Water and Gas laid on.

DWELLING HOUSES,
With possession from 1st May.
No. 20, Stanley Street, formerly in the occupation of Dr. R. YOUNG.
No. 46, Peel Street, formerly in the occupation of J. R. ANTON, Esq. Water and Gas laid on.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 14th April, 1874.

TO LET.
A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to
LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET,
With Immediate Possession.
THE HOUSE No. 1, Caine Road, lately in the occupation of D. H. BAILEY, Esq. Gas and Water laid on. Apply to
T. ALGAR, *9, Hollywood Road.*
tf 848 Hongkong, 5th March, 1874.

TO LET.
TWO ROOMS, No. 1, Queen's Road East. Apply to
A. MILLAR & Co., *Plumbers, &c.*
tf 874 Hongkong, 4th June, 1874.

FOR SALE OR TO LET.
THE GODOWNS known as "FLETCHER'S BUILDINGS," situated on Queen's Road East. Apply to
TURNER & Co.
tf 561 Hongkong, 14th April, 1874.

TO LET,
With Possession on the 1st of M[illegible] welling
THE Business PREMISES [illegible] present in HOUSE on Queen's [illegible] ET, ATKINSON the occupation of Messrs. [illegible] S. WALKER & Co. & Co. Ap[illegible] 6th January, 1874.

TO LET.
ONE GRANITE GODOWN at Wanchai. Apply to
S. E. BURROWS & SONS.
tf 545 Hongkong, 10th April, 1874.

TO LET,
(With immediate possession.)
THE HOUSE No. 12, Arbuthnot Road, known as the "BAY VIEW," and HOUSE No. 20, Wyndham Street. Gas and Water laid on. Apply to
J. A. DE CARVALHO.
1m 859 Hongkong, 1st June, 1874.

Intimations.

NOTICE.
AN Extraordinary General MEETING of the Members of the HONGKONG CLUB will take place at the Club House THIS DAY, the 17th instant, at 6.45 P.M., for the purpose of confirming the Resolution passed at the Extraordinary General Meeting held on the 3rd instant.
By order, EDWARD BEART, *Secretary.*
8d 905 Hongkong, 17th June, 1874.

NOTICE.
THE CHINA FIRE INSURANCE COMPANY, LIMITED.
THE Transfer Books of the Company will be CLOSED from the 16th instant to the 30th instant, both days inclusive.
By order, JAS. B. COUGHTRIE, *Secretary.*
1m 858 Hongkong, 1st June, 1874.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.
NOTICE.
THE Transfer Books of this Company will be CLOSED from the 16th to the 30th instant, both days inclusive.
By order, AUGUSTINE HEARD & Co., *Secretaries.*
29d 869 Hongkong, 2nd June, 1874.

NOTICE.
THE CHINESE INSURANCE COMPANY, LIMITED.
THE Transfer Books of the above Company will be CLOSED from the 18th to the 30th instant, both days inclusive.
OLYPHANT & Co., *General Agents.*
19d 914 Hongkong, 11th June, 1874.

HONGKONG AND CHINA GAS COMPANY, LIMITED.
NOTICE.
THE Transfer Books of this Company will be CLOSED from the 22nd instant to the 6th proximo, both days inclusive.
A. NEWTON, *Manager.*
26d 9.0 Hongkong, 11th June, 1874.

ESTABLISHED IN 1820.
C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS,
AND
GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY, & H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,* CALCUTTA.

BILLIARD TABLES.
C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate. C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with. Every table is made of *solid wood, well seasoned and not veneered.* The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions. No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material. Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.
C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.
C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.
Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.
BILLIARD LAMPS.
Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps. Eighteen light ring burner Gas Pendants, with rod to suspend over table.
C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.
Price Lists, Catalogues, and all information may be obtained from
MESSRS. LANE, CRAWFORD & CO.,
who have consented to act as C. LAZARUS and Co.'s Agents in Hongkong, Shanghai, and Japan, and by whom all orders will be received and forwarded to Calcutta by the earliest opportunity. [766

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE TO CONTRIBUTORS.
A DIVIDEND of 23½ %, on two-thirds (2/3rds) of the profits of the Company for the twelve months ended 31st October last, has this day been declared to ALL CONTRIBUTORS of business during the year.
Warrants can be had at the Office of the Company on application.
AUGUSTINE HEARD & Co., *General Agents.*
tf 523 Hongkong, 6th April, 1874.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and N[illegible]*ard,* Opposite H.M. Naval D[illegible] 1871.
tf 387 Hongkong, 1st M[illegible]

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
[illegible]*ong, Shanghai, Cologne (Germany.)*
tf 1671 H[illegible]

NOTICE.
MESSRS. WING YUEN LOY & Co., of Hongkong, who are the Agents of Messrs. CHU LAN & Co., Honolulu, S.I., have large quantities of Cargoes, as MATTINGS, TEAS, Camphor TRUNKS, CIGARS, Manila ROPES, and MERCHANDISE; also, 150,000 Sugar MAT-BAGS, on purpose to fill up a large ship to be sent to Messrs. CHU LAN & Co., for SALE at Honolulu. The ship will sail on the 1st of July, 1874.
1m 848 Hongkong, 30th May, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.
THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.
THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

Intimations.

FOR LONDON.
THE A 1 new Clipper Barque
"FAITH,"
Captain Lloyd, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER, *Canton.*
tf 939 Hongkong, 17th June, 1874.

NOTICE.
THE Interest and Responsibility of Mr. PAUL S. FORBES, in our firm in Hongkong and China, ceased on the 1st instant.
Our partners now consist of Mr. EDWARD CUNNINGHAM, Mr. W. H. FORBES, Mr. F. B. FORBES, Mr. W. S. FITZ, Mr. JOHN M. FORBES, JR., Mr. S. W. POMEROY, JR., Mr. F. D. HITCH, and Mr. H. de C. FORBES.
RUSSELL & Co.
3m 941 Hongkong, 17th June, 1874.

COALS taken on STORAGE at Wanchai. Apply to
S. E. BURROWS & SONS.
tf 933 Hongkong, 16th June, 1874.

NOTICE.
ALL Parties indebted to, or having Claims against, the Portuguese Club, are requested to make immediate payment, or prefer their Claims to either of the Undersigned on or before SATURDAY, the 27th instant, after which date no claim will be recognised.
J. A. DOS REMEDIOS.
J. A. CARVALHO.
15, Gough Street,
Hongkong, 15th June, 1874. [13d 934

TEN DOLLARS REWARD!
LOST.
A WHITE English BULL-TERRIER, with Brown Points, answers to the Name of "DICK." Address, "B.," care of this paper.
898 Hongkong, 9th June, 1874.

WANTED.
TO ENGAGE temporarily a GENERAL REPORTER and PROOF READER in a newspaper office. Address "M. N. O.," care of this office.
3d 928 Hongkong, 15th June, 1874.

THE supply of PORTER (in casks) in the Control Stores, being in excess of the requirements of the Troops, a portion is offered FOR SALE to the Public.
For particulars, apply to the Commissary in charge of Supplies, Commissariat Buildings, Queen's Road.
C. M. MOLONY, *Assistant Controller.*
Control Office,
Hongkong, 15th June, 1874. [6d 923

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

UNION INSURANCE SOCIETY OF CANTON, 1871-1873.
NOTICE TO SHAREHOLDERS.
A THIRD DIVIDEND has been declared of $265 per Share, and a bonus of 12.93 per cent. of the contributions for the year 1871. Warrants payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, will be ready on WEDNESDAY, the 17th instant, and may be obtained on application at the Office of the Society on and after that date.
By order of the Board,
N. J. EDE, *Secretary.*
19d 915 Hongkong, 11th June, 1874.

NOTICE.
PENDING the Repairs to No. 1, Alexandra Terrace, the Undersigned has REMOVED to No. 3 in the same terrace.
M. STOUT, *D.D.S.*
1m 856 Hongkong, 1st June, 1874.

MR. J. C. H. IBURG,
FORMERLY Organist of St. Andrew's Cathedral, and Director of Music in the German Club "Teutonia," at Singapore.
LESSONS given in SINGING, PIANOFORTE, ORGAN, VIOLIN, and on any other Instruments.
Piano-forte Tuning done on moderate terms.
For Engagements, &c., please address,
MR. J. C. H. IBURG,
NO. 29, WYNDHAM STREET.
180 Hongkong, 2nd February, 1874.

NOTICE.
LIGHTNING CONDUCTORS FIXED. ESTIMATES GIVEN.
A. MILLAR & Co., *Queen's Road.*
tf 739 Hongkong, 13th May, 1874.

Notices to Consignees.

S. S. *PEI-HO.*
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo per S. S. *GANGE*, from London, in connection with the above steamer, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, whence delivery may be obtained from TUESDAY, the 16th June, at noon.
OPTIONAL CARGO will be forwarded on, unless intimation to the contrary is received from the Consignees before noon TO-DAY.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after FRIDAY, the 19th June, at [illegible], will be subject to rent and landing charges.
C. BERTRAND, *Principal Agent.*
930 Hongkong, 15th June, 1874.

S. S. *REGALIA*, FROM CALCUTTA SINGAPORE, AND SAIGON.
CONSIGNEES of Cargo by the above Steamer, expected here on Sunday, the 14th instant, are hereby requested to send in their Bills of Lading to the Undersigned, for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Steamer will be at once landed and stored at their risk and expense.
AH YON, *Kwong Hing, 57, Praya.*
7d 921 Hongkong, 13th June, 1874.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND, *Principal Agent.*
Ex "Irawaddy."
S S, 18 in diamond, $390, 1 case Merchandise.
JP in diamond, 31/32, 2 cases do.
VHO, 9498 ... ... 1 case do.
S B, BH in triangle, 3/4, 2 casks do.
E O
CA in double triangle } 5 cases do.
M C 259/63
Hongkong, 12th June, 1874.

The Daily Press.

HONGKONG, JUNE 17TH, 1874.

THE statement which we published yesterday from the *Financier*, to the effect that China is about to enter the European money markets for the purpose of effecting a loan, is worthy of consideration. It is somewhat strange that the matter has not become known out here, but this may possibly be accounted for by business reasons on the part of those immediately connected with the matter. The subject, however, has long been talked of, and many who are well-informed upon China affairs regard the step as likely to be beneficial in a political point of view. Borrowing money from a man has generally a good effect in increasing respect for him, and the same principle is likely to work with nations, so that it may be hoped, should the statement in the *Financier* prove correct, that the step will have the effect of increasing the respect for foreign nations on the part of China. It is a peculiar fact, and one worthy of consideration in connection with the present subject, that nothing did more to bring Turkey into the comity of nations than her contracting a loan, and as there is much similarity between the relations of China to other nations, and those of Turkey, it may be surmised that the like cause will produce the like effects in the present instance. There is one obvious way in which a China loan is likely to prove beneficial. The chief shortcomings in our commercial and political relations with this country result from a want of attention at home to affairs here. China is looked upon as a far-off and unimportant place—except for the matter of tea and silk—and, so long as the trade appears to go on moderately well, people at home are very little disposed to trouble themselves about details which are difficult to master, and do not appear to those who are not intimately acquainted with their bearing as of much practical importance. Affairs in China will, however, assume a very different importance when she becomes a large creditor of Western nations; and there can be no doubt that one of the direct effects of her obtaining a loan at home would be to attract such attention to China questions as could not fail to have a beneficial effect towards the solution of those political and commercial problems which have been so long discussed, and upon the settlement of which progress in China so much depends. It is not improbable that a like cause was at least, to some extent, the secret of the beneficial effect which was produced by the Turkish loan.

As to the question considered in its commercial aspect, it is impossible to speak very definitely until the details are known. It does not appear from the paragraph in the *Financier* whether the proposed loan was to be secured or not; but it is to be presumed that capitalists will scarcely be found to advance money to a Government of such doubtful reputation as that of China unless they have some tangible security. When the question of raising a loan was first spoken of in China, it was stated that it was in contemplation to raise the money upon the security of the foreign Customs, and, if this plan were resorted to, the investment might be a tolerably safe one, as there is no doubt that in one form or another the duties according to the Treaty will continue to be collected, and this class of security would be dependent only upon the existence of foreign trade with China, which is of course certain to continue. In this form, a China loan might be an acceptable mode of investment; but if it is proposed to raise money merely upon the faith of the Peking Government, it is doubtful whether the investment will command public confidence. At all events, it will be one of somewhat questionable safety, as the Chinese Government is proverbially tricky and slippery in money matters as well as in other affairs, and even at the present day—although matters have much improved since the suppression of the Taiping Rebellion—has not so firm a footing as to render it beyond the bounds of possibility that it might be overthrown by some other revolution. At present, we admit this does not appear a likely contingency, but it is asserted by men well able to judge that there still lurks in the Empire a large and powerful faction who have not forgotten how nearly the Taiping Rebellion succeeded, and would be glad to avail themselves of any opportunity, such for example as a war with a foreign nation, for again striking at the existing dynasty, which, if more powerful now than formerly, is scarcely more popular or more conciliatory. In such an event, the chance of obtaining anything from the newly constituted powers would be very small indeed; and, considering how frequent rebellions are in China, it is a contingency not to be overlooked. Even if the Chinese Government fell into serious difficulties on account of internal disturbances, it might be a question whether they would be able to pay heavy interest on a large loan. Ultimately they might do so, as China has a marvellous power of recovering from difficulties which seem almost insuperable; but in the meantime great mischief would be done as one failure to pay the interest would so lessen the value of the securities as to entail very serious loss on their holders. If, therefore, the loan spoken of be proposed on the bare security of the Chinese Government, it will be necessary to act with caution; but, on the other hand, if the present idea is the same as one mooted sometime ago, namely, that of raising a loan on the security of the duties on foreign trade as collected by the Imperial Customs under foreign inspection, the investment would probably prove a safe and remunerative one, as whatever changes might take place, there is no doubt that the duties would continue to be levied, and foreign nations could always make it a condition of paying them that the liabilities for which they had been made the security should be duly met.

Telegraphic advices from London, still quote Quicksilver at £10 15s. 0d. per flask.

About 2,100 chests of Malwa Opium were shipped from Bombay, by the mail steamer which left that port on the 15th instant.

Advices from Amoy, dated the 12th instant, state that the Foochow Tea market was opened by the purchase of 24,000 chests, at three to four taels higher than last season. 177,000 chests had arrived up to the 10th inst. Freights to London, per steamers, 90s. Business, however, was not general.

Telegraphic advices, dated Amoy, June 15th, say that Tea steamers left Foochow as follow:—*Glencairn* on the 14th, *Braemar Castle* and *Legislator* on the 15th. The latter was to complete her loading of Tea at Amoy.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 14th June, 1874.

Exports for May are 21¼ millions. Imports, 28¼ millions.

FRANCE.

Scenes have been repeated at the Paris Railway. The police have vigorously repressed disorder. The left mould (moved?) a want of confidence in the Minister of the Interior for his laxity in dealing with the Bonapartists. The motion was rejected by 377 to 326. The Government has suspended for a fortnight, and intends to prosecute the Bonapartist paper, *Pays*, for seditious articles. The *Rappel* and *Dix-Neuvienne* are also suspended for a fortnight.

Hongkong, 16th June, 1874.

NEW STEAMER FOR THE YANGTSZE RIVER.

The new iron paddle steamer *Hankow* from Liverpool, commanded by Captain William Courtenay, arrived in Hongkong harbour at 4 o'clock yesterday afternoon, after a splendid passage of 42 days. This vessel is the property of the China Navigation Company, Limited, and was built by Messrs. A. and J. Inglis, of Glasgow, at Pointhome, and is the fourth vessel designed for the traffic on the above-named river. The *Hankow* left the Mersey on the morning of the 3rd of May, arrived at Port Said on the 16th, and, passing through the Suez Canal, left Suez on the 19th, and arrived at Singapore at 7 a.m. on the 9th instant. She left that port at 12 o'clock, on the following morning, and arrived at Hongkong at the time named. The *Hankow* is a two-masted schooner rigged paddle steamer, round stern and clench built, has one overhead beam engine, direct acting, and 400 horse-power combined. Tonnage:—Under tonnage deck 1,386·76 tons; closed in spaces immediately above tonnage deck 1,163·94 tons; round house 522·15 tons, making a gross tonnage of 3,072.85 tons; or, after allowing 821·28 tons for deduction, has a register tonnage of 2,251·57 tons. The deductions allowed are—on account of space required for propelling power, 721·37 tons, and for space appropriated to seamen, 99·91 tons.

Some idea may be formed of the immense engine power, when we state that the connecting rod alone weighs 8 tons, and the overhead beam 27 tons. The saloon and cabins are magnificently fitted up, and there is accommodation for 21 saloon passengers, and 250 in covered bunks, with a separate berth for each. The number of deck passengers who could be conveyed would be something enormous. Captain William Courtenay is well known in these waters, as formerly commander of the clipper ship *Ariel*.

POLICE INTELLIGENCE.

16th June.

BEFORE THE HON. C. MAY.

Mr. Jose Stimols, [illegible] the Spanish dispatch steamer *Patino*, charged [illegible] his [illegible] boy named Chan-tim-sun, with picking his pocket of a case of four pairs of scissors.

District watchman No. 33, [illegible] seeing the defendant near the complainant and then run away, to his giving chase and [illegible] heading the defendant just as he threw a case of scissors down.

The defendant denied the charge, but was sent to one month's hard labour, and ordered to be flogged twice with a rattan, ten strokes each time.

THROWING STONES.

Mr. R. F. Gutierrez, residing in Wyndham-street, charged a cowherd, named Lee-a-kai, residing in Mosque-street, with throwing a large stone into his garden, in Robinson-road, to the danger of his children and himself, who were in the garden.

Defendant said the stone was small, and only thrown to drive his cow out of mischief. He did not see any person in the garden. The stone fell there accidentally.

Complainant said defendant could see him as well as he could see the defendant, but he did not think he threw the stone for mischief, still he wished to impress on the defendant that it was dangerous to throw stones there, as himself and children walked about in the garden.

Defendant was fined 10 cents.

MENDICANCY.

On a mendicant being brought up and ordered to be sent to his native place, his Worship drew the attention of the Inspector to a man who crawled about with a pair of irons on his hands. He invariably got under a tree on the upper road at a certain junction, and on the approach of persons crawled out frightening nervous people, and causing horses to shy. He recommended that the man be apprehended and sent to his native place.

The Inspector said it was only two weeks since that man was sent away.

Mr. May said then he must be sent away again.

DEPORTATION.

P. C. 97, brought up before his Worship, a man named G. Price, who had been deported by Sir E. Hornby, from Yokohama, in the British steamer *Vasco de Gama*.

Complainant said on the morning of the 16th instant, the chief officer of the steamer came on board the shop, and produced the warrant he now handed to his Worship, and said he did not understand what it meant. He was told that in accordance with it he had a prisoner on board who should have been delivered up to the constable who boarded the vessel on her arrival on Saturday last, the 13th instant. Complainant said he was the constable who boarded on Saturday, and the prisoner was not handed to him.

The defendant said he did not know he was deported. It was true he had to find security in $100 at Yokohama, and when he went on board he was asked if he was a seaman and answered that he was. He was told if he liked to work he could, and on reaching Hongkong arrangements would be made to ship him. He had worked and staid on board willingly; in fact, he had been on shore here on liberty, and willingly went on board again.

The defendant was then remanded to gaol, pending instructions from H.E. the Governor.

UNLICENSED OPIUM SHOPS.

Mr. H. Rodrigues, inspector employed by the opium farmer, charged one Wong-a-ka, who was apprehended by virtue of a warrant, with unlawfully retailing opium at house No. 40 Ship-street.

Mr. Brereton appeared to prosecute on behalf of the opium farmer, who said the case came under Ordinance 2 of 1858.

The complainant said he accompanied Inspector Halloran, who executed the warrant, and found the two quantities and qualities of opium produced, also the opium pipes and lamps.

The informant, Lai-a-tuk, deposed to buying 40 cents worth of pure opium at the defendant's shop.

Defendant, who denied the charge, was fined $20, in default six weeks' hard labour, and the opium confiscated and handed over to the opium farmer.

DISORDERLY CONDUCT.

Mr. J. E. Manger, of Messrs. Douglas Lapraik & Co., charged Mrs. Scott with disorderly conduct on their wharf, and forcibly attempting to get on board the steamship *Yesso*.

Complainant said that last voyage the defendant did the same, when she succeeded in getting on board and created a great disturbance, and for some time could not be got out of the vessel, wanting to stay on board and go to sea in her. On this occasion she attempted to go on board again, and the Chief Engineer came to the office and made the complaint. He went down and found this state of affairs, and he kindly requested the defendant to leave, and as she continued to make a disturbance, he told her he would be compelled to give her into custody. This he found he had to do. The defendant's husband was on board, and did not want to be troubled by her, as he had his work to do, and the steamer was about to go away at 1 o'clock.

His Worship severely reprimanded the defendant for her conduct in disgracing herself and nationality, and after detaining her till the departure of the steamer, discharged her with a caution. Defendant made a long rambling statement, which was not applicable to the case.

STEALING TROWSERS.

Foong-a-hoo, a married woman, charged a man named Yeong-yin-po, with stealing a pair of trowsers she hung outside her door to dry.

Defendant being convicted, was sent to six weeks' imprisonment.

WEST POINT BATTLE.

Chun-a-yuk and four other boatmen, were charged by P. C. No. 77, with fighting with bamboos on the Praya West, near the "Novelty Iron Works." Three were wounded and one sent to the Hospital, in consequence of which, the case had to be remanded to this day.

The fifth defendant, who was the man from the Hospital, said the rest of the defendants prevented him from taking a passenger out of a steamer, and he called a witness to confirm his statement.

After the evidence given, which shewed there was a great mob fighting with bamboos, the first and second defendants were sent to 21 days' hard labour, the third defendant to 14 days' hard labour, and the fourth and fifth defendants, who had the worst of it, to two days' imprisonment each.

BEFORE JAMES RUSSELL, ESQ.

THE TIN CASE.

The case in which Messrs. J. G. Harney and H. F. Stuart charged Chun-tuk-ming, master of a cargo junk, with unlawfully detaining a quantity of tin saved by them from the wreck of the *Sun-foo*, came on again.

Mr. Wotton appeared to prosecute, and Mr. Holmes to defend the prisoner.

After much conflicting evidence had been taken, the case was remanded to Friday next, and the Chinese witnesses for the prosecution bound over to appear, in the sum of $25 each.

SUPREME COURT.

16th June.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

VAUCHER *v.* GOMES, $80.—This was a claim for commission. It appeared that plaintiff had treated for the purchase of some property for defendant from Mr. Chater. The price of it was $8,000, which was paid through Messrs. Caldwell and Brereton. Plaintiff said he told defendant that he expected 2½ per cent., and the latter said he would not give him so much as that, but would give him something. Subsequently defendant refused to give him any commission. Plaintiff pressed for it, and was offered $25. This was refused, and plaintiff then asked for the amount claimed, or wished defendant to name an arbitrator. This he refused to do.—Defendant denied that he ordered plaintiff to purchase the property, or that he promised to pay him any commission. After it was bought, however, he offered him $25.—The case was adjourned till Tuesday next, to admit of witnesses being called to speak as to the practice of paying commission in Hongkong.

NAJ MOODIN *v.* MARIA O'TOOLE, $100.—Mr. Stephens appeared for defendant. The claim was on a promissory note, and was an adjourned case. At last Court, Mr. Stephens urged that defendant could not be sued as she was a married woman, but his Lordship was now of opinion that the defence set up was invalid, and gave judgment for plaintiff. After plaintiff had left the Court, it was found that the note had not been endorsed, and he was again sent for. On his arrival, his Lordship said that as the note was payable to a man named Hassam, he was the only person who could recover it from defendant. Plaintiff said Hassam had gone to his own country, and did not intend to return. Defendant was told that if he did come back she would still be liable to him. Judgment was then reversed.

A German in New York being asked how much sauer-kraut he had put up for winter use, replied, "I'se not got much; little more as ten barrels, shust for sickness."

COSTLY OLD CHINA.—At a recent sale in London of old China, the prices paid for some such articles appear almost fabulous. A cup [illegible] Another [illegible] in old Sevres was sold for $498, ewer and [illegible] saucer for $915. A rosewater richly painted, [illegible] $1,000. A pair of vases, and a second pair [illegible] inches long, for $9,450, for the enormous sum of [illegible] 11 inches high.

A MEMORIAL OF COOMASSIE [illegible] TO THE ROYAL ARTILLERY.—[illegible] presentation took place at Woolwich, [illegible] artillery officers returning from Ashantee, presented the Royal Artillery Mess with a ram's head, weighing 42 ounces of pure gold, from the Royal Temple of Coomassie. Captain Brackenbury made the presentation in the name of himself and brother artillery officers, and the handsome gift was received on behalf of the regiment by General Sir David Wood, commandant. Memorials are about being erected in the garrison church, at Woolwich, in remembrance of Lieut. Eardley Wilmot, who fell in action, and Captain Tompson, who volunteered for active service, and died there.

THE HOLY WELL OF ST. CLEMENT.

Another relic of old London has lately passed away; the holy well of St. Clement, on the north of St. Clement Danes Church, has been filled in and covered over with earth and rubble, in order to form part of the foundation of the Law Courts of the future. It is said that penitents and pilgrims used to visit this well as early as the reign of Ethelred, and it was known from time immemorial as "St. Clement's Well." Fitz Stephen speaks of it as one of those excellent springs about the metropolis "whose waters are sweet, salubrious, and clear, and whose runnels murmur over the shining stones," and to which the scholars from Westminster School and the youth from the City used to saunter in the summer evenings, when as yet the Strand was a country road, with noblemen's mansions on either side. The proximity of St. Clement's Well gave its name to Holy-well-street.

INSURANCE AND STOWAGE.

(*Mitchell's Maritime Register.*)

The liability of a Shipowner for the breaking loose of the cargo in his ship, so far as relates to questions under a Policy of Marine Insurance, was recently decided by a special jury before Mr. Justice Brett, at Guildhall, in the case of "Wilson and others *v.* the Maritime Insurance Company," as may have been gathered from the report of the trial which will be found inserted in our impression of the 27th February. The most ample details of this case have appeared in our columns. It may be remembered that the *Walamo* (s) left Hull for Cronstadt, laden with a cargo of curved iron plates and railway iron. Some of the armour plates broke away and stove a hole through the side of the ship, and the Crew had to desert her off the Doggerbank. On the arrival of the Master and Seamen a Court of Inquiry was ordered to be held into the circumstances attending the foundering of the ship so soon after sailing, and the Hull Magistrates and Assessors held that the steamer was unseaworthy at the time of sailing, from the cargo being improperly stowed. The Court said that the sole responsibility for the stowage of the cargo was allowed to rest upon the Master Stevedore, but where, from the nature of the goods conveyed, shores were required, upon the head Carpenter. The Master's certificate was suspended for the period of six months; but the Board of Trade, in the exercise of their supervisory powers, subsequently revoked that part of the decision. This declaratory opinion on the part of a semi-judicial Court gave the Underwriters on the ship a *prima facie* reason for resisting payment under the Policy; and the cause, therefore, was referred to the Court of Common Pleas for settlement. On the part of the plaintiff it was shown that the cause of the iron plates breaking loose was the extraordinary rolling caused by bad weather, and not by bad stowage. The Officers of the ship were called, who described the hardness of the weather in very strong terms, and plaintiffs relied also on the log-book of an adjacent land lighthouse, in which the entries registered the force of the wind as a "moderate gale." Witnesses were likewise produced who spoke to the efficiency of the stowage, and expressed their opinion that the method adopted was proper. The defendants endeavoured to rebut this evidence by introducing the log-book of the lightship off the coast, which made the force of the wind rather less than that of the keeper of the land tower, and strove to establish bad stowage. The learned Judge left certain questions to the jury, and their verdict was—1st, that the ship was seaworthy when she left Hull; 2d, that the voyage for the season of the year was not an ordinary one; and, 3d, that the cargo was not improperly stowed. This was a verdict for the Shipowners, but the jury, on being applied to interest and directed by the Judge, resolved that interest could not be allowed, as the Underwriting defendants had reasonable grounds for disputing the claims of the plaintiffs. The decision arrived at, therefore, before the Judge and jury, completely upset that pronounced by the Court of Inquiry promoted by the Board of Trade in pursuance of the Merchant Shipping Act. As it is not usual to disturb the verdict of a jury except on the ground of misdirection by the Judge, we may assume that the Underwriters have settled the claims, and that the affair has ended. It is, perhaps, fortunate for both parties to the suit that the jury held that the cargo was not improperly stowed. Had they decided in another way, and declared that the ship was unseaworthy on leaving Hull, points of law might have been reserved for the opinion of the Court above. The Court of Inquiry at Hull came to the conclusion that the stowage was left to the Master Stevedore. That person, it appears, had great experience in the stowage of iron in the holds of ships, and, therefore, we do not know of any one who should have been so competent for the duty. If the Stevedore and head Carpenter, who were entrusted by the Shipowners with this work, made a miscalculation as to the weight of the iron, and its tendency to become displaced by the rolling action to which all ships loaded with that metal are liable, that would not constitute such a case of unseaworthiness as to render a Policy of Insurance null and void. The underwriters knew that steamships take out iron to Russia from the Humber, and they should understand what risks they run at the fall of the season. There was no concealment, and, therefore, no fraud. The breaking loose of the immense heavy armour plates arose from the violent action of the sea, and this is a peril insured against. No loss was directly attributable to the wrongful act of the Assured or his agent, and "if the risk under the Policy has once commenced to run, and the proximate cause of loss is a peril insured against, the circumstance that it was remotely occasioned by the negligence or misconduct of the Assured or his agent will not relieve the Underwriter from his liability." A sudden lurch of a ship may so disarrange the cargo in the hold as to destroy the labours of a Stevedore. Where this is so, who can resolve the point as to whether the accident would not have happened had the cargo been stowed differently? Who is to prove it, and by what experiment? This practical view must, we suspect, have presented itself to the minds of the jury in the *Walamo* case. Then as to what is bad stowage—it is a difficult problem to solve when two sets of witnesses give opposing testimony. If the jury had been asked whether the iron in the hold of the *Walamo* would have broken adrift if stowed by the regular rules for timbering up such cargo, how could they have resolved that question? Judge Story, in "Williams *v.* Suffolk Insurance Company," said:—"It has been repeatedly settled in the United States Courts that it is no ground of defence that a loss was remotely caused by negligence of the Master, if the immediate cause of the loss is a peril insured against."—*Vide* report in *Shipping and Mercantile Gazette*, Sept. 19th, 1838). So, also, the negligence of the Master and Crew of a ship who rendered the vessel unseaworthy, after the voyage had commenced, by negligently and imprudently heaving ballast overboard, is no answer to an action against the Underwriters for loss proximately caused by perils of the sea.—("Dixon *v.* Sadler," Court of Exchequer, June 7th, 1839). It may be said, as regards this last case, that the ship was seaworthy at the time of sailing, and made unseaworthy afterwards by the Master and Crew, and, therefore, it does not meet the case of a vessel leaving Port in an unseaworthy state. This plea, however, is met by the fact that a ship was insured to and from Sierra Leone, and made unseaworthy by the unskilful way in which the cargo was loaded by the natives on the coast of Africa, but the Underwriters were, nevertheless, held liable for loss incurred thereby. The Lord Chief Baron expressed a decided opinion that Underwriters were liable for all losses caused by the negligence of the Master and Crew, and that as the loss in this particular instance arose from the ship being run ashore to prevent her from sinking, the Owners were entitled to the judgment of the Court.—("Redman *v.* Wilson," Court of Exchequer, June 29th, 1844). In "Redman *v.* Hay," the Lord Chief Baron said:—"Suppose a person, by his own negligence, burns down his own house, and no fraud is proved, he is clearly entitled to recover on a Policy of Fire Insurance, for he insures against his own negligence."—(Court of Exchequer, July 4th, 1844). A Shipowner, therefore, who engages persons of known skill and experience to stow the cargoes in his ships, and provides all that may be requested by them to make the goods safe, acts as a prudent man should do; and if an accident happen [illegible] causes beyond his control, or through an [illegible] there judgment in those whom he employs, [illegible] Policy [illegible] from the violence of the sea, [illegible] prevailed [illegible] allegation of fraud, and the [illegible] Inquiry furnish[illegible] This doctrine has long [illegible] against Shipowners [illegible] guide, but Courts of [illegible] these Courts is of [illegible] all kinds of actions [illegible] this is used to defeat the [illegible] taken before —to wit, the *Walamo*, herein [illegible], and Insurance cases, and to provide [illegible] briefs of counsel in actions at law.

PRINCE BISMARCK AND COUNT ARNIM.

Our Berlin Correspondent writes:—"The controversy between Prince Bismarck and Count Arnim has led to an unpleasant *éclat*. You are aware that the misunderstanding was originally occasioned by the publication at Vienna of certain private letters on the Papal policy, written by Count Arnim five years ago. These letters representing the Count as anticipating the Ultramontane difficulty at a time when Prince Bismarck, the head of the diplomatic service, was held to believe in the possibility of preserving peace with Rome, the friends of the latter at once declared that the Count, who had long been on no very friendly terms with his chief, had caused his interesting epistles to be published to show himself the more judicious and far-seeing statesman of the two. But others, taking the side of Count Arnim, retorted by charging Prince Bismarck with conniving at a publication which, as it was likely to give rise to a discussion between him and the author of the letters, might be expected to result in the resignation of a subordinate previously obnoxious to his chief. Either supposition being altogether opposed to the usages of the Prussian diplomatic service, it is probable that neither of them had anything to do with the matter, and that they have to thank the Ultramontanes for throwing this apple of discord into the Government camp. However this may be, though both parties deny being privy to the Vienna indiscretion, the latent antagonism between the two was fanned into a flame by the incident, and as a matter of course led to Count Arnim's leaving the service. Prince Bismarck carried on the war by publishing instructions sent to and reports received from Count Arnim when watching the Œcumenical Council on behalf of this Government. The Count, being charged with having held two opinions upon the Papal policy, defended himself by newspaper articles, and eventually sent a letter to Dr. Döllinger, which, when published by the addressee, left the writer no choice but to resign. This remonstrative letter, strongly worded as it was, is meekness itself in comparison to another the Count has just addressed to the editor of the *Spenersche Zeitung*. In this latest effusion the Count loudly complains of Prince Bismarck's violating diplomatic usage by printing his confidential report on the personal position and motives of Dr. Döllinger—a step which, he says, made it imperative for him to explain to the reverend ecclesiastic why he took a less favourable view of the Old Catholic cause at the beginning than at the close of the Council. The thing creates no little stir. A feud of this public nature between a Berlin Minister of Foreign Affairs and a member of the diplomatic service having hardly ever occurred before, a good deal of feeling and comment is elicited in all political circles. The most surprising feature in the business is the disproportion between cause and effect, a slight misunderstanding having led to a serious and irrevocable breach. But, as I said before, it could not have occurred unless distrust had been long smouldering in the breasts of both; though there is but one answer to the question whether it ought to have occurred at all."—*Daily News.*

GERMAN POLITICS.

(*From the "Daily News" Correspondent.*)

BERLIN, April 30th.

The Session of the German Reichstag, or Imperial Parliament, which was closed a few days ago with a ceremonial to which all possible solemnity was imparted by the appearance in State of the reconvalescent Emperor, has been one of such great political importance, that its work done is still and must long be the topic of discourse in Germany—all the more so because of his Majesty's closing speech. The question raised is, what are the personal sentiments of the Emperor with regard to the policy of his Ministers? The Bismarckian programme has been carried through triumphantly by large majorities, composed, it is true, of men who have deemed it expedient to qualify the principles of their past public lives. But that is their affair. The world at large has only to do with results; and the venerable German Monarch, whom nobody can accuse of not being a true patriot and honest man, has declared in the most impressive manner that the results of the past session may be regarded as highly satisfactory—as tending to assure Germany's Continental position, and to secure for her the blessings of peace at home and abroad. It has not, however, failed to strike readers of the Imperial speech as a singular circumstance that his Majesty should not in any way, even inferentially, have alluded to the Penal Statutes *in rebus ecclesiasticorum*, the passing of which was the very closing act of the session. William I. referred warmly to the adoption of the Government Army measure, which may fairly be regarded as a doubtful sort of blessing, even by those who share Count Moltke's views of the future; but he breathed not a word respecting the bill "for preventing the unlawful exercise of ecclesiastical functions," as the Banishment Bill is officially intituled. Some persons of my acquaintance, who are very obstinate, and will not believe that the King is heart and soul favourable to the annihilation of the Catholic Hierarchy in Germany, say that this omission was intentional, and highly significant; that through it his Majesty wishes to let those millions of his subjects who feel themselves deeply aggrieved by recent legislation, understand that, although political necessities compel him to give his official assent, as Head of the German State, to measures that appear to them oppressive and vexatious, he is by no means, *dans son for intérieur*, at one with his great Minister as regards the attitude assumed by Germany towards the Church of Rome. These obstinate persons say further that the King entirely endorses the celebrated dictum of his august ancestor: "All religions must be tolerated, and the Fiscal must have an eye upon them, that none make unjust encroachment upon the other; for in this country every man must get to Heaven his own way"—literally, as he wrote on the margin of a report made to him by the Public Worship Department of those days, "den hier mus ein jeder nach seiner Fasson Selich werden;" and that his sanction to the May Laws and their legislative offspring has been wrung from him with great difficulty by the irresistible apostle of blood and iron. But how shall we believe this, when we are assured positively, by the Ministerial organs, that his Majesty expressly desired to perform the ceremonial of closing the Reichstag in person, in order that he might, by this public act, in a manner bear testimony to the entire approval with which he regarded the performances of the prorogued Parliament? As a matter of fact, of course, it imports little whether or not the German Sovereign be content with the ecclesiastical legislation of the session; the Government draught measures, with few mitigations, are become the law of the land, and the Roman Catholics will have to put up with them as best they may; but my own belief, based upon pretty good grounds, is that the King's presence in the White Hall of the Castle, was the expression of his hearty gratitude to the representatives of the nation for having enabled him to effect, without committing a breach of the Constitution, those strengthenings of the national forces which he had made up his mind were indispensable to the preservation of German unity and territorial integrity from the possible attacks of foreign enemies and domestic disturbers; no more and no less. With regard to the circumstance that he omitted to mention the Banishment Bill, in particular, as one of the measures conducing to the happiness of his people, I do not wish to express any opinion, but will simply remark that, upon certain points, the King's will is immovable; and that should he, as a man, be dissatisfied with any transaction he might feel it his duty to authorise as a King, no persuasion or power on earth could induce or compel him to utter a word that might imply his personal satisfaction with such a transaction.

There can, I fear, be but one immediate result of the lively encounter between Prince Bismarck and Count Harry Arnim, which has been the all but exclusive theme of society here for the last ten days—the loss of Count Arnim to the German diplomatic service. It is impossible that the man who not only has the courage to disagree with the Realm Chancellor, but the audacity to give tongue to his disapproval of the Prince's policy, should remain, at the present time, an active servant of the State. It has long been known in diplomatic circles that Count Harry, an extremely clever man, and a thorough-going Prussian Junker to boot, was at odds with his great chief upon more than one question of foreign and home policy, and that a definitive breach between them must come to pass sooner or later; and Count Arnim's private friends have felt convinced that his somewhat proud and hasty temperament would not permit of his long enduring, or seeming to endure, that total extinguishment of individuality which Prince Bismarck inflicts upon [illegible] who serve the King in positions subordinate and immediately under the control of that which he himself occupies. The Realm Chancellor exacts absolute, blind obedience, and perfect executive ability from those whom he honours by calling his Ministerial colleagues, as well as from those who are, in official rank at least, his inferiors. Consequently, he is admirably served; his decrees are carried out with a punctuality and accuracy approaching the miraculous; and he alone, of all living statesmen and premiers, enjoys the amazing privilege of holding the whole State machinery, so to speak, in the palm of his hand—its sole, undisputed master, to do with it what he deems fit and opportune. It is true that he has created no school of rising statesmen—has rendered it almost impossible to any man to succeed him—has reduced the might-have-been eminent public characters by whom he is surrounded, and who alone have the necessary training that may enable those who shall come after him to carry on the appointed work of Germany, to mere clerkdom—such clerkdom as, perhaps, no other country in Europe is fortunate enough to possess—but still clerkdom, and nothing more. This is only a relative misfortune so long as the Prince lives and retains the full use of his extraordinary faculties; but when he shall succumb to the common lot, it will be a positive and very serious misfortune to Germany. The incident above alluded to is already a striking example of the difficulties attending the holding of high office under the Bismarckian *régime*. Count Arnim is a most able man, of great penetration and foresight, and no small sagacity. Of all these qualities he furnished his Government with abundant proof during the term of his envoyship at Rome, where the writer first made his acquaintance; and who shall say, had his advice with respect to the putting of timely pressure on the Œcumenical Council been taken, that many of Germany's present troubles might not have been averted? Yet he will be, in all probability, compelled to retire into private life because it is not in his nature to play the part of a mere mechanical political puppet, whose strings are pulled, with more or less dexterity, in the Wilhelmstrasse.

TRIBUNALS OF COMMERCE.

The Third Report of the Judicature Commission has extinguished, for the present at all events, a scheme of judicial reform that has made some stir in the world. A Bill for the Establishment of Tribunals of Commerce has been introduced into the House of Commons by Mr. Whitwell and Sir Sydney Waterlow, and was set down for the second reading on Wednesday afternoon. But only a day or two before a special report of the Judicature Commissioners had been published, which concluded strongly against the principle of the Bill. The weight of authority of the Commission was predominantly adverse to the measure, only two Commissioners out of twenty-seven dissenting from the opinion of the majority that it was undesirable to establish lay tribunals for the settlement of commercial disputes. One of the dissentients was Sir Sydney Waterlow, who had been long pledged to the scheme that his fellow Commissioners rejected; the other was Lord Penzance. Perhaps we should also count Mr. Ayrton on the same side, for, though he signed the report, he qualifies his opinion in a lengthened argument, in which, though rejecting a purely lay tribunal, he advocates an equality of authority in the determination of mercantile questions between legal and non-legal judges sitting together. This proposal differs very widely from that which the majority of the Commissioners approve. They do not decline to admit that our existing tribunals are frequently perplexed in dealing with business disputes concerning the subject matter of which they have no practical knowledge. It is not always easy for a judge or a jury wholly unskilled in the technicalities of some particular business, and ignorant of the usages that prevail in it, to derive from conflicting witnesses the materials for a sound judgment. The Commissioners are of opinion that this difficulty would be avoided by giving the Court the assistance and advice—in such cases as either the suitors or the judge should desire it—of two mercantile assessors, chosen from a list or panel of men of business willing to render this service, which would be formed in every considerable town where commercial litigation is frequent. But these assessors would be expressly excluded from any direct share in the decision or responsibility for it. The judge would of course be influenced by the knowledge placed at his disposal by his non-legal assistants; but the application of large principles of law—which as a trained lawyer he would have at command—to the facts of each case would lie with him alone. Mr. Ayrton contends that it would be desirable to make the assessors or non-legal members of the Court co-ordinate in judicial rank with the legal judge; but this suggestion runs directly counter to the whole argument of the report, which the late Judge Advocate-General has, nevertheless, endorsed with his signature.

Plainly, such a Court as that proposed by the Commissioners would not satisfy those who, like Sir S. Waterlow and Mr. Whitwell, contend for the foundation of lay tribunals administering justice between commercial disputants not according to stringent rules of law, but according to the light of nature. It is affirmed that disputes arising out of business transactions ought to be settled speedily and cheaply, and that the result of getting them disposed of by legal tribunals according to legal principles is that the parties suffer much expense and annoyance through delay, and that sometimes the strict interpretation of the law bears hardly on business men. There may be some truth in this, and it is certain that a great number of men of business believe that if they could have their differences inquired into and settled by persons of their own order, without the intervention of lawyers and their principles, they would have practical justice done at a moderate cost and in a very short time. In most continental countries this idea has been carried out, but whether to the satisfaction of the commercial classes, is not quite so certain. Tribunals of Commerce have now had a fair trial in Europe, and though they differ greatly in points of detail, the general conception is the same in all. That is, in fact, the exclusion of fixed rules of law from the settlement of disputed commercial transactions. The mere statement of this notion is sufficient to condemn it to some minds, while to others it appears a convincing reason in favour of the proposed reform. Hard rules of law create hardship, argue the advocates of the scheme. Yes, reply their opponents, but if they do they establish a reasonable degree of certainty in business, for which a few hard cases are not too high a price to pay. Upon this issue is joined, and we do not think that either Parliament or the country can have much difficulty in deciding what course ought to be taken. The accusation of delay and expense brought against our existing legal system is notoriously relevant to the discussion respecting Tribunals of Commerce. No doubt the whole of our legal procedure is open to improvement in respect of economy and expedition; but we do not know that commercial suitors are to any considerable extent greater sufferers than the rest of the community.

The Commissioners have, as they state, taken evidence respecting the working of Tribunals of Commerce abroad, and have heard the conjectural arguments in their favour from men of business at home. This evidence has not yet been published, but in a review of it, as we have seen, the majority of the Commissioners conclude decidedly against the admission of the lay element into judicial proceedings. It was felt on Wednesday, that in the face of this authoritative protest it would be useless to press forward the Bill for the present, and Mr. Whitwell has postponed its discussion to the month of June. In the meantime the evidence can be studied and compared with the arguments of the Commissioners, and we are convinced that the more the matter is examined, the more clearly will it appear that the apparent advantages of lay tribunals, supposing them to be even as cheap and expeditious and untechnical as Sir S. Waterlow could desire, would be dearly purchased by the uncertainty into which all business transactions would be thrown by a mass of decisions regulated by no principles. No man would really know when he was making a bargain, what view of "common sense" and untechnical justice the Commercial Court might take, if his contract should be disputed. Principles of commercial law laid down by trained lawyers are not always either clear or sound; but at all events they fairly mark out the path of safety in transactions. To get rid of legal principle applied to commercial dealings, as lay tribunals would certainly do, would be no more nor less than to up-root the land-marks of proprietary rights, which become more and more indispensable as the trade and industry of the community grows greater and more complex.—*Economist*, May 2nd.

Bret Harte's home is now in Morristown, N. J., where he lives, he says, in the only house in which Washington never slept.

THE AMERICAN CURRENCY.

NEW YORK, April 17th.

The six months which have elapsed since the panic have had no perceptible influence in restoring confidence or causing a revival of business. The railroads, it is true, are transporting freight as before; no great quantity of goods or real estate has been thrown on the market; there is no disposition on the part of property owners to "sacrifice" their possessions; but notwithstanding this there is a settled gloom on the face of business affairs which is decidedly unpleasant for all of us. The chief reason for this continued depression is undoubtedly the action of Congress in leaving the currency question undecided, and within the last week the startling discovery has been made that Congress in undertaking to legislate on financial subjects is beyond its depths; that it does not really know the effect of its own acts, and that no man can say what the members mean to do with the currency, nor, when they have undertaken to carry their intention into operation, whether they have effected their object or not. Before this letter reaches you the fate of the "Senate Currency" Bill, as it is called, which has passed the Senate and House, and now awaits the action of the President, will be known. The history of the bill is a curiosity of financial legislation. It only contains two short sections, but each is a gem in its way. The first, simply providing "that the maximum amount of United States notes is hereby fixed at 400,000,000 dollars," undertakes to settle the legal tender question; but in reality it does nothing of the kind. The present condition of the currency is this: there are 356,000,000 dols. greenbacks in circulation; about these there is no doubt in anybody's mind. Then there are the 44,000,000 dollars greenbacks which are technically known as the reserve, this money having been retired from circulation under the Act of April 12th, 1866, by Mr. McCullough, and then reissued, re-retired, and reissued by Messrs. Boutwell and Richardson. Since the panic of last fall the Government has issued some 26,000,000 dols. of this 44,000,000 dols., making the actual circulation at present 382,000,000 dols. Under the construction given to the laws by the Administration of General Grant, the Secretary has a discretion as to the reserve only limited by his impression as to the necessity of the day, and accordingly he expands or contracts at pleasure. This construction of the law is felt throughout the country to be plainly wrong; but, having been formally adopted and acted upon for four or five years, it was not to be expected that it would now suddenly be abandoned. But what Congress was expected to do was to determine the legal character of this $44,000,000, either by directing the Secretary to withdraw it from circulation or by directing him to let it out. Neither, however, has it done. In the well-known case of the Banks *v.* the Supervisors, Chief Justice Chase, who ought to have understood the meaning of the legal tender Acts, if any one can, decided (this was before the contraction under McCullough) that the original Acts contemplated "a permanent circulation, until resumption of payment in coin, of four hundred millions of dollars." If we change "permanent circulation" into "maximum amount," we have the Senate bill. But we knew before that we had 400,000,000 dols. as a maximum limit, and the Secretary of the Treasury avers that since the creation of the reserve we have had a minimum limit of 356,000,000 dols. The new Act does not contradict this construction, and the only effect it seems possible to imagine for it is, that the reserve may be put in circulation or withdrawn at the pleasure of the Secretary; so that the Act will leave everything in its present condition.

The second section is much more important. It provides that "46,000,000 dols. in notes for circulation, in addition to such circulation now allowed by law, shall be issued to national banking associations now organized, and which may be organized hereafter, and such increased circulation shall be distributed among the several States as provided in section 1 of the Act entitled 'An Act to provide for the redemption of the three per centum temporary loan certificates, and for an increase of national bank notes,' approved July 12th, 1870, and each national banking association now organized, or hereafter to be organized, shall keep and maintain as a part of its reserve required by law one-fourth part of the coin received by it as interest on bonds of the United States deposited as security for circulating notes or Government deposits, and that hereafter only one-fourth of the reserve now prescribed by law for national banking associations shall consist of balances due to an association, available for the redemption of its circulating notes, from associations in the cities of redemption and upon which balances no interest shall be paid." The first provision contained in this section is of no consequence whatever. The 46,000,000 dols. additional national bank notes authorized by them cannot be issued unless people have money to establish more banks with, and there is no evidence to show that they have just at present. If there were any provision by which these notes should be made redeemable in gold, no one would object at all to this part of the section. The latter part of it, however, is very important. Without going into it in detail, the present law relating to national banks divides them into two classes, one of which is commonly known as "country banks," and the other as the "redemption banks." The bank notes of the small country banks are redeemable at designated redemption banks, in legal tenders of course, and by the laws now in force the country banks and the redemption banks have to keep reserves in their vaults in accordance with the old-fashioned notion that these reserves are an additional safeguard. The part of the second section of the Currency Bill which relates to these reserves was introduced into the bill by a Mr. Scott, of Pennsylvania (not the well-known manager of the Pennsylvania system of railroads,) apparently without any definite idea of the effect of it. The effect has been discovered and explained by Mr. John J. Knox, the Controller of the Currency. He shows by very simple statistics what were the actual reserves at about the time of the panic last year, and then shows what they must have been at that time had the Senate Bill been in force. The additional amount required would have been some 29,000,000 dols. The immediate effect of the bill, however, if it is signed by the President, will be to tie up in the vaults of the banks a larger amount than this; and, in fact, this bill, passed by the united votes of the inflationists in the House and Senate, is a measure of contraction, and Mr. Richardson, if he wishes to counteract its immediate effect, must get all his 44,000,000 dols. retired notes into circulation as soon as possible. Shortly after the passage of this bill a meeting of leading moneyed men of New York was called together by Mr. Cyrus Field, and a delegation has been sent on to Washington to implore the President to veto the measure. The meeting was an important one, because the men who held it were not politicians, philanthropists, or orators, but plain men of business or property who two years ago, in 1872, came to the support of the Republican party, and helped with votes and money to secure the re-election of General Grant, for the sake of giving "stability to the financial policy of the country." The meeting, very wisely, did not publish reports of its proceedings, which consisted mainly of gloomy talk about the condition of business, the alarming proposals made at Washington looking to inflation, and the chances of a "new party." On one thing, however, the meeting was perfectly agreed—that the country was generally opposed to inflation; that there was no body of opinion anywhere of any real weight in favour of expansion; and that if the country could be appealed to in any way, it would be seen how true this is.—*Cor. of Pall Mall Gazette.*

The other Sunday a collier took his infant up to a chapel to have it christened, and in the excitement of the moment said it was to be named Joseph. After the ceremony and a confab with his friends, he returned to the minister, saying, "You must sprinkle this 'ere again, for he's a wench!"

It is recorded that Adam reached the good old age of nine hundred and thirty years before he died, but no mention is made of Eve's age when she passed away. The well known antipathy to telling her age which characterizes women in all ages and under every clime, may perhaps account for this.

Among the gifts to a Pennsylvania bride, a few days since, was a broom, to which was attached the following sweet, sentimental lines:

This trifling gift accept from me,
Its use I would commend;
In sunshine use the bushy part,
In storms the other end.

Jack Prendergast was fined ten dollars by a Chicago Justice for an assault, the alternative being ten days in jail. To get money to pay the fine he picked the pocket of a lawyer in Court; but when he fumbled in the pocket-book for the right sized bill the lawyer recognised his own, and Jack will go to the State Prison for many years.

CONSCIENTIOUS.

The rarest exhibition of conscientiousness on record will, we think, be found in the communication sent to the English House of Commons, which is copied below. Even the members of that staid body were provoked to laughter at the refreshing guilelessness displayed by the conscience-stricken Mr. Ramsey:—

The Speaker said that he had received a communication from Mr. J. Ramsey, who had just been returned from the Falkirk boroughs, explaining that since the election he had been made aware of a disqualification which seemed to have attached to him owing to his having, at the time of his election, held shares in a steam vessel, the owners of which were under an agreement with the Postmaster-General to carry mails to and from the Island of Islay. (Laughter.) The value of these shares to him was £9 7s. 6d. (renewed laughter), and though he had been released from his position as a shareholder, and now had no interest in the steamer, yet he was advised that, having been disqualified at the time of the election, he was precluded from taking a seat in the House.

THE FUTURE VALUE OF MONEY.

For several months past the money market has remained singularly inanimate, with restricted demand, plentiful supply, and steady rates. Since this state of inactivity appears to be now passing away, the question requiring immediate consideration is, what conditions will be likely to rule the market during the next few months? At present only one cause of any importance creates temporary stringency. This is the French demand for bullion, in order to re-establish a gold currency. No one will question the wisdom and foresight of this determination, nor will many be found to deny that the measure must eventually operate to the direct benefit of international commerce. But if this demand was pressed with the same pertinacity, and to the same extent as that to which the London market was last year subjected by Germany, similar consequences would certainly follow. Fortunately, there is every reason to believe this new drain will be of comparatively small extent, and spread over many months. Instead of needing the fabulous sum estimated by Germany as necessary for the establishment of a gold currency, France will be content with about ten millions sterling in addition to the quantity already taken. Even this amount, if required to be paid within a short space of time, would undoubtedly subject commerce to grave inconvenience. But the danger is sufficiently guarded against by the continuous rise in the Bank rate, which would certainly accompany persistency in this foreign drain. As happened last year, England would again become a purchaser of gold, and the rise in value of the very commodity which France needs would postpone resumption of a gold standard indefinitely. So far the Bank of France has managed the delicate operation with singular tact and caution, comparing favourably with the dangerous system adopted by Germany. It seems fair to assume that the same skill will be exercised until the work is accomplished, and, if this is the case, the demand may be expected to dwindle away whenever the English reserve shows signs of depletion. Although a large aggregate quantity of gold has passed from London to Paris during the last fortnight, the loss has not seriously affected the price of money. No doubt this would have resulted had English trade been active. But the plentifulness of supply in the money market, coupled with the limited demand, proving the existence of considerable commercial stagnation, the money withdrawn was in reality a surplus for which no employment could be found. Should trade recover, a moderate increase in the Bank rate will at once attract sufficient supplies from foreign markets, but until then the surplus is more profitably employed in helping France than by being kept as a reserve against hypothetical necessities. Certain financial theorists constantly lose sight of the fact that the Bank of England can no more afford to keep on hand an exaggerated balance of unemployed capital than private banks. To arbitrarily fix any level below which the reserve should not be allowed to fall is clearly illogical. A reserve of fifteen millions might be in greater danger of sudden depletion when trade was brisk and speculation excited, than one of only ten millions under reverse conditions. The proper amount to be held in hand depends entirely upon what claims are likely to come against it within a given time, and of this probability the Bank directors only can judge. A private trader whose outstanding commitments are limited is not under the same necessity of keeping a heavy banking balance as one doing a thriving business. The Bank being at present in the condition of the former, and possessing sufficient funds for all ordinary requirements in the present state of trade, employs its spare capital in other channels of profit. This natural course of trade is now followed by the Bank directors, whose chief function, it must be remembered, is that of the managers of a great trading corporation. In the first instance they are responsible to the shareholders that profitable use is made of capital, and only in the second to the public for the maintenance of sufficient reserve. Yet forgetting this dual relationship, and the duties it entails, some financial authorities seem to believe that the sole function of the Bank is to guard the public against the results of their own folly in entering into speculative commitments. According to these theorists, the Bank is in a hazardous condition whenever the reserve falls below ten millions, but becomes safe the moment that arbitrarily fixed level is passed. Since this note of alarm is now beginning to be sounded, it becomes necessary to calculate both the monetary demands likely to be experienced in the immediate future, and the extraneous sources of supply with which they will be met. At present commerce is not only dull, but accompanied by influences which, if not speedily checked, will cause absolute stagnation. No doubt certain signs of gradual recovery showed themselves last month, and there was every reason to expect increased activity as the year advanced. But some of our greatest industries have been since then paralysed by complications between labour and capital, while cotton manufacturers languish in the face of the Bengal famine. On activity in iron, coal, cotton, and agriculture English commercial prosperity chiefly rests, and these are now all more or less affected by prejudicial influences. The great ironworks at Durham were lately at a standstill, many collieries in the same district ceased working, coals suddenly rose 25 per cent. in value, the agricultural strike spreads in all directions, and the great industry of Manchester is in a state of semi-paralysis. Viewing these facts, there certainly seems greater probability of contraction in trade than of expansion; and the Bank directors are acquitted of not having borne in mind probable commercial requirements when allowing the reserve to fall away. Any active demand for trading purposes being unlikely for some time to come, the only chance of dangerous depletion of reserve lies in continuous foreign drain of bullion. The present French demand for gold is undoubtedly of this nature, but there is no reason to expect it will be pushed to extremes. The directors of the Bank of France know that if it once comes to a question of competition in the money market, England can afford to bid higher than any foreign nation, because she makes more profit out of those purchases. It seems, therefore, safe to assume the French demand will be kept within moderate bounds, ceasing immediately any signs of stringency show themselves in the London market. Accepting the fact that Paris will require half-a-million weekly from London, the question is, whether extraneous supplies will replenish the reserve of the Bank of England as quickly as it is reduced by the action of this drain. Whatever may happen hereafter, sufficient provision certainly exists for the maintenance of the reserve at its present strength in the immediate future. Large quantities of gold are on their way from Australia, some of which will shortly come to hand, while considerable shipments have been telegraphed from New York. These will probably suffice to supply French requirements, while, if existing industrial complications continue, a large amount of capital now employed in manufactures will be thrown on the market. Taking these facts into consideration, the action of the Bank of England in refusing to stop the French drain of gold by raising the rate undoubtedly seems both equitable and far-sighted. By adopting the reverse policy, the directors would have virtually to set aside the fiduciary relationship existing between them and those whose property they manage. No doubt this is exactly the end sought by those now beginning to clamour against the action of the directors. But so long as the Bank of England remains a private corporation, with interests similar to those of other banks, it must be managed on the same principles. The paramount necessity of making profit by the employment of surplus capital should never be lost sight of, when judging any course of action the directors may see fit to adopt.—*Globe.*

CHEAP CATTLE.

A steamship came recently into port which, if we mistake not, will mark an era in the food question, and help to cheapen beef for the poor man more than the most careful marketing. We allude to the *North* which has just arrived from the River Plate with many hundred head of live cattle, all in good condition, and brought across from the Argentine Confederation in twenty-four days. How excellent the condition of these South American beeves was may best be judged by the fact, that after a few days' rest and fresh food, they have all been sold to Berkshire farmers for store beasts, at an average price of £16 a piece. Now the supply of these oxen on the River Plate and adjoining territories is simply enormous; they are killed by tens of thousands for the value of their hides and fat, and the very best of them may be bought, brought over, and landed at an outside cost of £7, excluding freight. Here, therefore, is a profit of 100 per cent. to set on foot a mighty live-stock trade with South America. And not oxen only, but horses of an excellent breed are running wild in thousands upon the *estancias* of those boundless plains and uplands. Aldridges and Tattersalls will shudder to hear that herd after herd of fine-shaped mares and foals are annually sold there for a few shillings a head, and slaughtered wholesale for their skins. After so successful an experiment nothing prevents the regular importation into this country of the La Plata horse. It is by no means of a bad breed, and might be landed here at half the price of a grocer's pony. But the actual landing and sale of five hundred live beasts from those exhaustless pastures ought really to be regarded as an event in the economic history of the Two Worlds, and we sincerely trust that it may lead to a steady and established trade with South America.—*Daily Telegraph.*

LORD WESTBURY'S WILL.

It seems not unlikely that the late Lord Westbury's will may lend to almost endless litigation. On Saturday morning another of the many intricate questions that have been raised under its provisions came for decision before the Master of the Rolls. The facts of the case were briefly these. Upon the marriage of his eldest son, then the Hon. Richard Bethell, Lord Westbury by a marriage settlement covenanted to leave Mrs. Richard Bethell by his will £10,000. This will, however, directed that payment of the £10,000 was to be deferred for five years, and that in the interval Mrs. Richard Bethell, now Lady Westbury, was to receive an annuity of £2,000. Hence arose the question whether, in addition to the annuity, the previous convenants of the marriage settlement were to be carried out by a futher payment to Lady Westbury of the interest upon the £10,000. It is, we venture to think, tolerably clear what Lord Westbury meant, and Sir George Jessel's decision, that the annuity of £2,000 was to be paid *not* in addition to, but in lieu of, the interest of the £10,000 clearly meets the justice of the case, and fulfils the intentions of the testator. But in giving his decision his Honour took occasion to once again remark that the late Lord Westbury's will was "most difficult to construe." It is hard to decide when doctors cannot agree; and when we find lawsuit after lawsuit arising out of the will of this great Lord Chancellor and an equity Judge so deservedly eminent as is Sir George Jessel complaining of the document as obscure and ambiguous, we scarcely know what to think. It is certainly hard to suppose that Lord Westbury did not know how to draw a will the provisions of which should be beyond question; and we have had the distinct assurance of his lordship's executors that the will itself is in their judgment without a flaw, and that they are driven to the Court of Chancery to interpret it only because the legatees are by no means all of one mind, and a judicial decision shelters them, the executors, from being afterwards sued by some disappointed or angry legatee for mis-execution. But as against this we have the positive statement of the Master of the Rolls that the will is a most difficult one, and that in deciding its interpretation he has had to go farther in favour of the presumed intentions of the testator than has ever been done before. In Mr. Wilkie Collins's most weird novel, "The Moonstone," an old Indian Colonel, in pure malice, leaves by his will a sacred diamond, the possession of which he knows will bring misfortune and woe with it; and it may be that Lord Westbury, in pure wantonness of spirit, intended to annoy and vex his legatees, and to irritate his learned brethren with an insoluble conundrum. The more probable explanation, however, is that the document as it stands is merely a draft—a species of legal rough model, which never received the final touches of the master's hand. If there was one man in all England who knew what he meant it was Lord Westbury, and if his meaning is not clear on the face of his will, it can only be supposed that the document was drawn and executed in haste.—*Telegraph.*

After years of careful study and close observation, an Iowa professor is able to announce that frogs can see sideways, and that music has more influence on them than the careless world has an idea of.

EPIGRAM.—The late George Outram, whose amusing Scotch lyrics have just been collected, threw off the following epigram on hearing a lady praise a certain Rev. Doctor's eyes:—

"I cannot praise the Doctor's eyes,
I never saw his glance divine;
He always shuts them when he prays,
And when he preaches he shuts mine."

COMMERCIAL INTELLIGENCE.

JUNE 16TH, EVENING.

New Patna, $555 to $557½; New Benares, $542½ to $545; Old Patna, $607½ to $610; Malwa, $605, for first quality. None obtainable. Estimated stocks: New Patna, 825 chests; New Benares, 190 chests; and Old Patna, 65 chests; total, 1,080 chests.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/3½
Bank Bills, at 30 days' sight, 4/3¾
Bank Bills, at 6 months' sight, 4/4¼
Credits, at 6 months' sight...... 4/4¼ to 4/4½
Documentary Bills, at 6 months' sight 4/4½
ON BOMBAY.—Bank, 3 days' sight 226
ON CALCUTTA.—Bank, 3 days' sight 226
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73

SHARES.

Hongkong and Shanghai Bank Shares—28 per cent. premium.
Union Insurance Society of Canton, new shares—$75 per share premium.
China Traders' Insurance Company's Shares—$1,750 per share.
China and Japan Marine Insurance—Tls. 95 per share.
Chinese Insurance Company.—$200 per share.
Hongkong Fire Insurance Company's Shares—$495 per share.
China Fire Insurance Company's Shares—$133 per share.
Victoria Fire Insurance Company's Shares—$123 per share.
Hongkong and Whampoa Dock Company's Shares—48 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—16 per cent. premium.
Shanghai Steam Navigation Company—Tls. 106 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$60 per cent. discount.
Indo-Chinese Sugar Company—$6 per share.

SALES ON JUNE 16TH, 1874.
As reported by Chinese.

Brown Sugar, 200 bags, at $3.82, by Yee-shun-tye to travelling trader.
Cuttlefish, 10 piculs, at $10.80, by Chun-chong-wing to travelling trader.
Mushrooms, 50 cases, at $38.00, by Chun-chong-wing to travelling trader.
Green Peas, 60 piculs, at $2.10, by Wo-tye to travelling trader.
Milled Rice, 500 piculs, at $2.02, by Tuck-mee to local trader.
Saigon Rice, 6,000 piculs, at $1.63, by Man-fook-shing to local trader.
Dried Lily Flowers, 8 bags, at $17.00, by Kwong-wing-shing to travelling trader.

Vessels Advertised as Loading.

DESTINATION.	VESSEL'S NAME.	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Achilles (str.)			Butterfield & Swire	On or about 19th inst.
LONDON	Sylvia (str.)	Johannsen	Macao	A. McG. Heaton	Quick despatch.
Do.	Deerhound	J. Shearer	Whampoa	A. McG. Heaton	Quick despatch.
Do.	Faith	Lloyd	Hongkong	A. MacG. Heaton	Quick despatch.
NEW YORK	Kate Carnie		Whampoa	Olyphant & Co.	Quick despatch.
Do.	Queen of the South	James Adair	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Marquis of Argyle	McKeon	Hongkong	Rozario & Co.	Quick despatch.
SAN FRANCISCO	Windward	Stannard	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Marmion	Boyd	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Augustina	Barrier	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Altona (str.)	K. Hore	Hongkong	Russell & Co.	On or about 22nd inst.
Do. *via* YOKOHAMA	Colorado (str.)			P. M. S. S. Co.	On 8th prox., at 3 P.M.
Do. Do.	Vasco de Gama (str.)	J. F. Rice	Hongkong	Russell & Co.	To-day, at 4 P.M.
SINGAPORE, BRISBANE, &c.	Legislator (str.)			Gibb, Livingston & Co.	On or about 20th inst.
SINGAPORE, BOMBAY, &c.	Zambesi (str.)	G. F. Cates		P. & O. S. N. Co.	On 20th inst., at noon.
SAIGON, SINGAPORE, &c.	Iraouaddy (str.)	Bourdon		Messageries Maritimes	On 27th inst., at noon.
MANILA	Corregidor (str.)	Abortiz	Hongkong	Douglas Lapraik & Co.	To-day, at 10 A.M.
YOKOHAMA	Behar (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
NAGASAKI	Luzon (str.)	Corning	Hongkong	Russell & Co.	Quick despatch.
SHANGHAI	Cathay (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Menelaus (str.)			Butterfield & Swire	On or about 18th inst.
SWATOW, AMOY, TAKAO, &c.	Hai-Loong (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	To-morrow, at noon.

For Sale.

For Sale.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co., *Saigon.*

tf 1561 16th September, 1873.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tide.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dockyard Material always on hand.

Vessels docked for examination, remetalled, repaired, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.

tf 1039 Foochow, 18th June, 1873.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Vessels on the Berth.

FOR MANILA.

THE Spanish Steamer

"CORREGIDOR."

will leave for the above Port TO-DAY, the 17th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

3d 922 Hongkong, 15th June, 1874.

FOR SWATOW, AMOY, TAKAO, AND TAMSUI.

THE Steamship

"HAI-LOONG,"

Capt. Abbott, will leave for the above Ports TO-MORROW, the 18th instant, at noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

4d 929 Hongkong, 15th June, 1874.

FOR NAGASAKI,

(*And* HIOGO, *if sufficient inducement offers.*)

THE American Steamer

"LUZON,"

Corning, Master, will have immediate despatch as above.

For Freight or Passage, apply to

RUSSELL & Co., *Agents.*

tf 932 Hongkong, 16th June, 1874.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BEHAR"

will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, 9th June, 1874. [896

STEAM TO SHANGHAI,

(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"CATHAY"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, 9th June, 1874. [897

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"MENELAUS"

will be despatched on or about the 18th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

901 Hongkong, 9th June, 1874.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship

"ACHILLES,"

will be despatched on or about the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

931 Hongkong, 16th June, 1874.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE.

(*Calling off* SOMERSET, CLEVELAND BAY, BOWEN, *and* KEPPEL BAY *to land Mails and Passengers.*)

THE Eastern and Australian Mail Steam Company's Chartered Steamship

"LEGISLATOR"

will be despatched as above from the following Ports:—

From Foochow, on or about the 12th June.
" Amoy, " 15th "
" Hongkong, " 20th "

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., *Agents.*

tf 840 Hongkong, 29th May, 1874.

FOR SAN FRANCISCO,

(*Calling at* YOKOHAMA.)

THE German Steamer

"ALTONA,"

1,179 tons Register, Captain K. Hore, will leave as above on or about MONDAY, the 22nd current.

Through Bills of Lading are issued for transportation to principal points in the United States and Canada, *via* Overland Railroad.

For further particulars, apply to

RUSSELL & Co., *Agents.*

8d 927 Hongkong, 15th June, 1874.

FOR LONDON.

THE A 1 German Steamer

"SYLVIA."

Captain Johannsen, will load here, at Canton, and Macao, and will have immediate despatch for the above Port.

For Freight, apply to

A. McG. HEATON.

tf 809 Hongkong, 23rd May, 1874.

FOR SAN FRANCISCO.

THE A 1 American Barque

"WINDWARD,"

Capt. Stannard, will load here for the above port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 591 Hongkong, 20th April, 1874.

FOR MELBOURNE AND SYDNEY.

THE A 1 Clipper Barque

"MARQUIS OF ARGYLE,"

Capt. McKeon, will have immediate despatch for the above ports.

For Freight or Passage, apply to

ROZARIO & Co.

tf 788 Hongkong, 20th May, 1874.

FOR SAN FRANCISCO.

THE A 1 American Barque

"MARMION,"

Captain Boyd, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 740 Hongkong, 13th May, 1874.

FOR SAN FRANCISCO.

THE 3/3 L 1 1 Peruvian Clipper Ship

"AUGUSTINA,"

(late *William Ross*,) Captain Barrier, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 741 Hongkong, 13th May, 1874.

FOR NEW YORK.

THE A 1 British Barque

"QUEEN OF THE SOUTH,"

876 tons register, Captain James Adair, will load here, and will have immediate despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 816 Hongkong, 25th May, 1874.

Vessels on the Berth.

FOR LONDON.

THE British Barque

"DEERHOUND,"

Captain J. Shearer, having the greater portion of her Cargo engaged, will have quick despatch for the above Port.

For Freight, apply to

A. MACG. HEATON, OR DEACON & Co., *Canton.*

tf 847 Hongkong, 30th May, 1874.

FOR NEW YORK.

THE A 1 British Barque

"KATE CARNIE"

will load at this and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to

OLYPHANT & Co.

tf 801 Hongkong, 22nd May, 1874.

THE CHINA TRANS-PACIFIC STEAMSHIP COMPANY, (LIMITED.)

THE Company's Steamer

"VASCO DE GAMA,"

2,800 tons Register, Captain J. F. RICE, will leave THIS DAY, the 17th instant, at 4 P.M., for SAN FRANCISCO, *via* YOKOHAMA, taking Passengers, Mails, and Freight for Japan, the United States, and Europe.

Through Passage Tickets and Bills of Lading are issued for transportation to San Francisco, and Principal Cities in the United States, Canada, and Europe, via Overland Railroad and Atlantic lines of Steamers.

Passage Tickets are now issued at the following reduced rates:—

From HONGKONG to YOKOHAMA, Cabin	$75.00
From HONGKONG to YOKOHAMA and return, Cabin	$120.00
From HONGKONG to SAN FRANCISCO, Cabin	$250.00
From HONGKONG to SAN FRANCISCO and return, Cabin	$400.00
From HONGKONG to SAN FRANCISCO, Steerage	$100.00
From HONGKONG to PORTLAND (Me.), BOSTON, NEW YORK, PHILADELPHIA, and BALTIMORE, 1st Class	$365.00
From HONGKONG to LIVERPOOL, 1st Class	$440.00
From HONGKONG to PARIS, 1st Class	$465.00

At New York, Passengers have a selection of various lines of Steamers to Europe.

This Steamer has excellent accommodation for first-class Passengers, and carries an experienced Surgeon and Stewardess.

For further particulars, as to Passage or Freight, apply to

RUSSELL & Co., *Agents.*

2d 936 Hongkong, 16th June, 1874.

STEAM FOR

SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;

ALSO,

BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*ZAMBESI*," Captain G. F. CATES, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 20th June, at noon, (proceeding to Southampton and London, *via* Suez Canal.)

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 19th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 8th June, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.

ON SATURDAY, the 27th June, 1874, at noon, the Company's Steamship "*IRAOUADDY*," Commandant BOURDON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th June, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND, *Principal Agent.*

Hongkong, 13th June, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*COLORADO*" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 8th July, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. of the 7th proximo. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, *Acting Agent.*

Hongkong, June 16th, 1874.

Post-Office Notifications.

A mail will close.

For Manila.—Per *Corregidor*, to-day, the 17th instant, at 9.30 A.M.

For Yokohama and San Francisco.—Per *Vasco de Gama*, to-day, the 17th inst., at 3.30 P.M.

For Swatow.—Per steamer *Killarney*, to-morrow, the 18th instant, at 10.30 A.M.

For Swatow, Amoy, Takao, and Tamsui.—Per *Hailoong*, to-morrow, the 18th inst., at 11.30 A.M.

For Singapore, Somerset, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, and Melbourne.—Per steamer *Legislator*, on Saturday, the 20th instant, at 11 A.M.

MAILS BY THE "*ENGLISH PACKET*."

The English Contract Packet "*ZAMBESI*," will be dispatched with the usual Mails for Europe, &c., on SATURDAY, the 20th inst., at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 19th instant.

The Post-Office will be open until 6 P.M. on the 19th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 20th instant.

Letters may be posted until 10 A.M. on the 20th instant, without late fee.

Letters posted after 10 A.M. on the 20th instant, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 20th instant.

Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 8th June, 1874.

MAILS BY THE "*FRENCH PACKET*."

The French Mail Packet "*IRAOUADDY*" will be dispatched on SATURDAY, the 27th instant, at noon, with the Mails—

To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Calcutta, Madras, Bombay, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 27th instant, after which no Letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 26th instant.

Letters for Registration will be received until 10 A.M. on the 27th instant.

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 13th June, 1874.

It is hereby notified that the postage chargeable upon *Paid* Letters, addressed to France will henceforward be 12 cents per quarter ounce when forwarded by French Mail Packet, and 18 cents per quarter ounce when forwarded by British Mail Packet.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 20th December, 1871.

It is hereby notified for general information that henceforward the Postage on Letters addressed to Russia, when marked to be forwarded viâ Southampton, will be reduced to 40 cents per half-ounce.

F. W. MITCHELL, *Postmaster-General.*

General Post Office, Hongkong, 18th September, 1872.

It is hereby notified that henceforward the postage on letters addressed to Norway, when forwarded via Southampton, will be 34 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 22nd February, 1873.

It is hereby notified that henceforward the postage on letters addressed to Denmark, when forwarded viâ Southampton, will be 28 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 22nd February, 1873.

The Post Office of Victoria (Australia) having given notice to the General Post Office in London that articles of Jewellery received in that Colony are chargeable with Customs Duties, the undersigned considers it necessary to make this Regulation known to the Public, and to state that any letters or packets containing such articles sent through the Post are liable, with their contents, to be forfeited.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 2nd January, 1873.

It is hereby notified for general information that, the Postage (which must be paid in advanced) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—

When forwarded viâ Brindisi.......... 42 cents each half-ounce.
When forwarded viâ Marseilles.......... 36 cents each half-ounce.
When forwarded viâ Southampton...... 28 cents each half-ounce.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 28th July, 1870.

It is hereby notified that Letters addressed to France may be sent either paid or unpaid at the option of the sender; but the postage on Prices Current, Newspapers and Books cannot be prepaid.

For each ¼ ounce

The rate of postage chargeable on Letters addressed to France per French Packet is.................. 12 cents.
Per British Packet when marked viâ Brindisi................................ 18 "
Per British Packet when marked viâ Alexandria and Marseilles.............. 12 "

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 2nd April, 1872.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination viâ Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—

For Letters.................. 24 cents per half ounce.
For Newspapers............ 6 " each.
For Books and Patterns.... { not exceeding 1 ounce 4 cents. / " 2 " 6 " / " 4 " 12 " / every additional 4 " 12 " }

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 20th December, 1871.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States, Packets via San Francisco, will be as follows viz.:—

For a packet not exceeding 1 ounce in weight.................. 2 cents.
For a packet above 1 ounce not exceeding 2 ounces.............. 4 "
For a packet above 2 ounces not exceeding 4 ounces.............. 8 "
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 12th April, 1870.

Extracts.

THE RUBY AND THE ROSE.

He was the lord of Merlintower,
And I was but of low degree;
She had her beauty for her dower,
Nor other treasures needed she;
He came, when hawthorns were a-flower,
And strove to steal my love from me.

Oh! she was sweeter than the wind
That bloweth over Indian Isles;
As April bright, than June more kind,
Fawn-wild, and full of winsome wiles,
And I, alas! had learnt to find
My only life beneath her smiles.

He sent my love a ruby rare,
That might have graced imperial brows.
No gem had I. To deck her hair
I sent her but a simple rose;
And prayed her, on a night, to wear
The gift of him whose love she chose.

"Come, queen of all my heart's desire!
Crown me or slay! My soul is stirred
To challenge fate. My pulses tire
Of fear's chill tremour. Sings the bird
Of hope for him who dare aspire?"
A lover's scroll, and wild of word!

We watched her coming, he and I,
With utter dread my heart stood still,
The moon's wan crescent waned on high,
The nightingale had sung his fill;
In the dim distance seemed to die
The echo of his latest thrill.

The flower-trailed gate, our tryst of old,
Gleamed whitely 'neath the clustering bloom
Of the dusk-starring jasmine. Cold
His shadow fell: a ghostly gloom
Lurked where it lay. Oh, heart o'er-bold!
Hast thou but hastened utter doom?

A still cold smile slept on his face,
That all my hope to anguish froze;
Then, in the silence of the place,
We heard her flower-pied porch unclose,
And—in her hair's silk-soft embrace,
There nestled warm a ripe red rose!

A WONDERFUL TIDE.

Friday, February 4th, 1641, it was high water at one o'clock at noon—a time by reason so accommodated for all employments of water or land, very fit to afford witnesses of a strange and notorious accident. After it was full high water, and that it flowed its full time, as all almanacks set down, watermen, the unquestionable prognosticators in that affair, with confidence maintain it stood a quiet, still, dead water a full hour and a half, without moving or returning in any way never so little; yea, the watermen flung in sticks to the stream as near as they could guess, which lay in the water as upon the earth, without moving this way or that. Dishes, likewise, and wooden buckets, they set a-swimming; but it proved a stilling, for move they would not any way, by force of stream or water, so that it seemed the water was indeed asleep or dead, or had changed or borrowed the stability of the earth. The watermen, not content with this evidence, would needs make the utmost of the trial, that they might report with the more boldness the truth of the matter; and with more credible confidence they took their boats, and launched into the stream or very channel; but the boats that lay hauled up on the shore moved as much except when they moved their oars; nay—a thing worthy the admiration of all men—they rowed under the very arches, took up their oars, and slept there, or, at least, lay still an hour very near; their boat not so much as moved through any way, either upward or downward, the water seeming as plain, quiet, even, and stable as a pavement under the arch, where, if anywhere in the Thames, there must be moving, by reason of the narrowness of the place.—*Cassell's World of Wonders.*

THE EYES.

Of all features the eyes are the most expressive; at least, the most capable of expressing any kind of emotion if it be real. But when we come to classify eyes according to their shape or colour, &c., and to lay down rules as to what these indicate, we feel ourselves, comparatively speaking, circumscribed. Still, there are a few general rules which may be laid down on this subject. About the shape of the eyes I cannot say much, because that is for the most part tolerably uniform; nor am I aware of any particular indications afforded by such variations as exist. One thing, however, I have noticed, *i.e.*, that very round eyes generally express dulness, heaviness, and want of character, like those of the bird they so much resemble. A prominent pupil is said generally to produce short-sight, which is so often accompanied by a talent for acquiring languages, that we cannot help thinking there must be some connection between the two. Phrenologists account for this by saying that the organ of language pushes the pupil forwards. This may usually be the case, but it does not always produce this effect (or, if it does, then it must follow that a prominent pupil does not necessarily indicate short-sight), for I have known two persons whose talents for language were most remarkable, but whose sight was not, as far as I could judge, short. Eyes which are situated very far apart in the face, are said to denote a certain amount of deficiency of intellect; what the opposite fault denotes I cannot exactly say. Eyes which can never look you straight in the face generally indicate a want of straightforwardness, and create an unconscious feeling of mistrust in those who look at them, which, like the rattle of the rattlesnake, serves as a sort of providential warning, telling us that danger is near. I allow that a similar effect may be produced by shyness, but in that case it is not unlikely to wear off on closer acquaintance,—in the other case, it never wears off. Eyes which possess the opposite characteristic of this, *i.e.*, that of looking you steadfastly in the face without flinching, are seldom, perhaps never, found in persons of an artful, underhand disposition. A steadfast gaze, if it be not (as it sometimes is) an unmeaning stare, or a more wistful look, like that of a dog expecting food, but of a searching, penetrating character, will be generally found to imply a great power of influencing, or, perhaps I should rather say, it gives that power; *e.g.*, what an effectual auxiliary to a preacher is an eye of this description. This was one great secret of the effectiveness of Dr. Guthrie's preaching. If a man wants his words to carry weight with his hearers, he should fix his eye on them. Such indeed is said to be the power of a concentrated gaze that I have been told there is no animal, however ferocious, which might not be kept in check by any one who had the courage to look him steadfastly in the face, though, as few could trust their own hearts, were they to encounter a wild beast, it would be a tempting of Providence to try the experiment, the more so, as a moment's failure of courage might be fatal. I once saw Van Amburgh, the celebrated lion tamer, in a den of wild beasts, but his eyes did not exhibit that fixed gaze which I have noticed as being so powerful in its effects on the human race; the balls seemed to be in a state of perpetual motion, such as—had I not seen it, I should have thought the human eye incapable of sustaining, where there was no motion of head, and which he resorted to because he was obliged to encounter so many ferocious beasts at the same time; so that it would not have been safe for him to remove his gaze from one of them for more than a single moment. It would be needless, and indeed nearly impossible, to go through all the phases of feeling, all the various emotions, which display themselves in the eye, or all the states of mind which it indicates, for there is nothing in human nature which it cannot picture, but a great many of these indications, though they may easily be recognised, cannot be described, nor can we lay down rules for their discovery; for they do not belong to any particular class of eyes, they are, many of them, totally unconnected with its form or size, colour or position.—*Golden Hours.*

MOZART'S MUSICAL PRECOCITY.

Mozart presents the most remarkable instance of musical precocity. When scarcely more than an infant he used to sing his evening hymn to an air of his own before lying down to rest. He played admirably on the pianoforte at four and five. At six he improvised with the skill and taste of a finished musician, modulating from key to key with scientific precision. Before he was eight he had composed several sonatas for the harpsichord, with violin accompaniments set in the most masterly and finished style.—*Leisure Hour.*

A DOG'S MEMORY.

One Sunday morning at Helensburgh, I shut my retriever, "Gruff," into the parlour when we went to church. As the room was on the ground-floor and the window open, he jumped out and followed us. On signing him to go back, he quickly rejoined us with a large Bible in his mouth. This was set down by the people going to church as "the sense of a man." It was, however, simply a bit of his ordinary work. He took the last article I had touched, and returned with it. Had it been a handkerchief, a glove, a walking-stick, or a Bible, it was all the same to "Gruff."—*Instinct and Reason, by John Colquhoun.*

MANNERS CONSIDERED AS A FINE ART.

Money, dainty dress, position, and unrestricted luxury are more often at the disposition of knaves, fools, and vulgar men, than of the wise and unselfish. The devil's aristocracy is still rampant in society. A genuine aristocrat must therefore base himself on a less precarious foundation than those things which at the best, if they do not actually debase the spirit, tend to materialise life and so weigh it down with artificial burdens that it has no scope or enjoyment beyond its own little puddle of conceits and interests. Even the spurious aristocrat, in order to shine dimly, for a brief moment, has to counterfeit the appearance in some degree of the true one. There can be no broad national polish or cordial satisfaction in being together for all classes without superadding this form of beauty to our civilisation. Fine manners are the universal "open sesame" to men's souls. The finest features, whether of human beings, Nature at large, or Art as considered apart, are so subtly delicate in their outward expression that they are the latest to be appreciated at their correct value. For this there are two reasons. First, they require a conscious detective affinity on the part of our own senses, indicative of a latent relationship of soul, like the correspondence between a flower and its fragrance; and, secondly, the grosser traits of all three primarily and strongly affect our more immediate physical sensibilities, to the momentary overpowering or deadening of the specially spiritual elements of our being. These last require, for their fullest exercise and expansion, a complete quietude, or that suggestive silence and pause in Nature in her happiest moments, which is born of her hidden powers. The spiritual sense finds its best stimulus in that perfected intellectual and physical condition which come from the harmonious relations and symmetrical balance in their highest phase of impending action of all the human faculties, combined into that beauteous unity of organic life which the ancient Greeks, rightly esteeming it godlike, sought to impersonify. For this human idealism of theirs was something more than the harmonious union of physical strength and beauty with intellectual vigour and accomplishments in their finest results of perfect training. As consummate art, it was infiltrated with a consciousness of something diviner and more spiritual than the human models. It was, in verity an attempt to wrest from Olympus some of its celestial force to exalt the tone and standard of Grecian manhood.—*J. J. Jarves, in the Art Journal.*

ECHOES IN THE AIR.

In the series of experiments made to determine the distance to which air would convey the sounds produced by trumpets, whistles, and guns, Professor Tyndall found that the power of conveyance of the air varied greatly with its condition. On a clear day, for example, the sounds could only be heard to about one-third the distance they readily penetrated on a foggy day. In discussing the cause of this phenomenon the Professor says: Humboldt, in his observations at the Falls of Orinoco, is known to have applied the following principles. He found the noise of the Falls three times louder by night than by day, though in that region the night, through beasts and insects, is far noisier than the day. The plain between him and the Falls consisted of spaces of grass and rock intermingled. In the heat of the day the temperature of the rock was 30° higher than that of the grass. Over every heated rock a column of air rarefied by the heat arose, and he ascribed the deadening of the sound to the reflections which it endured at the limiting surfaces of the rarer and denser air. But what, asks Professor Tyndall, could, on July 3rd, over a calm sea, where neither rocks nor grass existed, so destroy the homogeneity of the atmosphere as to enable it to quench in so short a distance the vast body of sound with which we were experimenting? As I stood upon the deck of the *Irene*, pondering this question, I became conscious of the exceeding power of the sun beating against my back and heating the objects near me. Beams of equal power were falling on the sea, and must have produced copious evaporation. That the vapour generated should so rise and mingle with the air as to form an absolute homogeneous mixture, I considered in the highest degree improbable. It would be sure, I thought, to streak and mottle the atmosphere with spaces, in which the air would be in different degrees saturated, or it might be displaced by the vapour. At the limiting surfaces of these spaces or invisible clouds we should have the conditions necessary for the production of partial echoes, and the consequent waste of sound. But, granting this, it is incredible that so great a body of sound could utterly disappear in so short a distance without rendering an account of itself. Suppose, then, instead of placing ourselves behind such an acoustic cloud, we were to place ourselves in front of it, might we not in accordance with the law of conservation, expect to receive, by reflection, the sound which had failed to reach us by transmission? The case would be strictly analogous to the reflection of light from an ordinary cloud to an observer placed between it and the sun. Putting this idea to the test of experiment, we took a position in which the body of air which had already shown such an extraordinary power to intercept sound was placed in front of us. On it the sonorous waves impinged, and from it they were sent back to us with astonishing intensity. The instruments hidden from view, were on the summit of a cliff 235 feet above us; the sea was smooth and clear of ships; the atmosphere was without a cloud, and there was no object which could possibly produce the observed effect. From the perfectly transparent air the echoes came, at first with a strength apparently but little less than that of the direct sound, and then dying gradually and continuously away. The remark of my companion, Mr. Edwards, was: "Beyond saying that the echoes seemed to come from the expanse of ocean, it did not appear possible to indicate any more definite point of reflection." Indeed, no such point was discoverable; the echoes reached us as if by magic from absolutely invisible walls. Arago's notion that clouds are necessary to produce atmospheric echoes is therefore untenable.—*Scribner's Monthly.*

HOW DR. LIVINGSTONE WAS BITTEN BY A LION.

The accompanying extract from Dr. Livingstone's *Missionary Travels and Researches in South Africa*, published in 1857, will be read with peculiar interest at the present date. It bears specially upon the matter now in question. In giving an account of an attack on a troop of lions in the village of Mabotsa, Dr. Livingstone says: "In going round the end of the hill, however, I saw one of the beasts sitting on a piece of rock as before, but this time he had a little bush in front. Being about 30 yards off, I took a good aim at his body through the bush, and fire both barrels into it. The men then called out 'He is shot! he is shot!' Others cried, 'He has been shot by another man too; let us go to him!' I did not see any one else shoot at him, but I saw the lion's tail erected in anger behind the bush, and turning to the people, said, 'Stop a little till I load again.' When in the act of ramming down the bullets, I heard a shout. Starting, and looking half round, I saw the lion just in the act of springing upon me. I was upon a little height; he caught my shoulder as he sprang, and we both came to the ground below together. Growling horribly close to my ear, he shook me as a terrier dog does a rat. The shock produced a stupor similar to that which seems to be felt by a mouse after the first shake of the cat. It caused a sort of dreaminess in which there was no sense of pain nor feeling of terror, though quite conscious of all that was happening. It was like what patients partially under the influence of chloroform describe, who see all the operation, but feel not the knife. This singular condition was not the result of any mental process. The shake annihilated fear, and allowed no sense of horror in looking round at the beast. This peculiar state is probably produced in all animals killed by the carnivora, and, if so, is a merciful provision by our benevolent Creator for lessening the pain of death. . . . Besides crushing the bone into splinters, he left 11 teeth wounds on the upper part of my arm. A wound from this animal's tooth resembles a gunshot wound—it is generally followed by a great deal of sloughing and discharge, and pains are felt in the part periodically ever afterwards. I had on a tartan jacket on the occasion, and I believe that it wiped off all the virus from the teeth that pierced the flesh, for my two companions in this affray—who were bitten, one in the thigh and the other on the shoulder—have both suffered from the peculiar pains, while I have escaped with only the inconvenience of a false joint in my limb. The man whose shoulder was wounded showed me his wound actually burst forth afresh in the same month of the following year."

A Californian poet has bought a mule, and a brother poet chronicles it as a remarkable instance of self-possession.

HONGKONG MARKETS.

As Reported by Chinese on the 16th June, 1874.

COTTON GOODS.		
Cotton Yarn, No. 16 a 24	per picul	$103.00 a $115.00
" 28 a 32	"	112.50 a 118.00
" 38 a 42	"	120.00 a 128.00
Grey Shirtings, 7 a 7½ lbs	per piece	$1.90 a 1.95
" 8 a 8½ lbs	"	2.25 a 2.50
" 9 a 10 lbs	"	2.75 a 3.25
White Shirtings, 58 a 60 reed	"	2.20 a 2.35
" 64 a 66	"	2.55 a 2.70
" 68 a 80	"	2.95 a 3.60
White Spotted Do.	per piece	2.35 a 2.40
White Brocades	"	2.60 a 2.65
American Drills, 30 yards	"	2.60 a 2.65
" 40	"	3.60 a 3.70
Grey T-Cloths, 24 yds & 32 in. 7 lbs.	"	1.55 a 1.65
" 24 " & 36 " 8 lbs.	"	2.20 a 2.25
Dyed Spotted Shirtings	"	3.70 a 3.75
Dyed Brocade Do.	"	3.75 a 3.90
Dyed Damask Do.	per piece	5.85 a 6.00
Chintz	"	1.80 a 1.85
Handkerchiefs, Blue	per doz.	0.60 a 0.65
" Brown	"	0.60 a 0.66
" Red	"	0.75 a 0.80
Velvets, Black, 22 ins.	per yard	0.22 a 0.23
" Gentian, 22	"	0.18 a 0.19
Velveteens, Black	"	0.22 a 0.23
WOOLLEN GOODS.		
Spanish Stripes	per yard	0.78 a 0.79
Long Ells, MM Scarlet	per piece	8.85 a 8.90
" Assorted	"	8.40 a 8.50
" HH Scarlet	"	8.80 a 8.90
" Assorted	"	8.30 a 8.40
Camlets, SSS	"	16.50 a 17.00
" SS	"	16.00 a 16.50
" S	"	19.00 a 19.50
" EEE	"	20.00 a 20.50
Lastings, DD	"	14.50 a 15.00
METALS.		
Iron, Nail Rod Nos. 1 a 6	per picul	4.10 a 4.25
" Hoop	"	4.50 a 4.85
" Bar	"	3.80 a 3.90
" Wire	"	8.25 a 9.00
Lead	"	7.10 a 7.30
Steel, English	per tub.	4.70 a 4.80
" Swedish	"	4.90 a 5.10
Tin, Malacca	per picul	26.50 a 27.50
Tin Plates	per box	8.00 a 8.10
Sheathing Metal	per picul	28.50 a 29.00
Quicksilver, English	"	189.00 a 190.00
" American	"	100.00 a 103.00
Spelter	"	8.10 a 8.25

PRODUCE.		
Cotton, Shanghai	per picul	13.40 a 14.20
" Ningpo	"	14.20 a 14.50
" Tientsin	"	14.60 a 14.70
" Shantung	"	14.20 a 14.50
" Bengal	"	12.00 a 14.50
Alum	"	1.50 a 1.90
Sapanwood, Japan white	"	3.00 a 4.10
" Black	"	3.30 a 3.50
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.70 a 1.85
" " mill cleaned	"	1.50 a 1.55
" Manila	"	2.35 a 2.40
" Singapore	"	2.10 a 2.15
" Saigon	"	1.50 a 1.65
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	5.75 a 6.50
Coals, Afloat	per ton.	
" English steam	"	15.00 a —
" American Anthracite	"	13.50 a —
" Sydney	"	9.50 a —
Window Glass	per box	4.00 a 4.15
Straits Produce, &c.		
Rattans, Straits	per pcl.	5.50 a 5.75
" Banjar	"	4.90 a 5.20
Pepper White	"	16.00 a 16.50
" Black	"	10.80 a 11.00
Betel Nut	"	3.75 a 4.40
Sandal Wood Malabar	"	4.30 a 4.50
" South Seas	"	15.00 a 17.50
Sapan Wood, Manila	"	1.70 a 2.00
" Siam	"	2.20 a 2.50
Flour, California, per sack of 50 lbs.		1.40 a 1.45
" American. per barrel of 200 lbs.		7.00 a 7.10
Wheat, Tientsin	per pcl.	1.80 a 1.95
" California	"	2.25 a 2.30
Sugar, Canton white, 1 a 3	"	6.75 a 7.20
" " Dk. Brown	"	3.50 a 3.60
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.40 a 4.50
" " Dk. Brown	"	3.75 a 3.90
Camphor, packed	"	15.80 a 16.00
Peas, White	"	1.80 a 1.90
" Green	"	2.10 a 2.25
" Black	"	1.65 a 1.70
" Yellow	"	1.60 a 1.68
Mushrooms	"	50.00 a 52.50
Seaweed, Green	"	1.50 a 1.80
" Cut	"	3.76 a 4.20
Mussels, Dry Siam large	"	12.00 a 13.50
" " middle	"	8.25 a 8.50
" Dried small	"	6.50 a 6.75
Vermicelli, Tientsin	"	6.00 a 6.75
Bees' Wax, Japan	"	14.20 a 15.00
" Hankow	"	60.00 a 70.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
STEAMERS.					
Altona	K. Hore	Ger. str	1170	Russell & Co	San Francisco
Behar	W. B. Andrews	Brit. str	1190	P. & O. S. N. Co	Yokohama
Butuan	M. Tremoya	Span. str	274	M. Kiser	
Carrisbrooke	M. G. Scott	Brit. str	875	Chinese	
Columbian	E. G. Stead	Brit. str	2200	P. & O. S. N. Co	
Corregidor	B. de Abortiz	Span. str	283	D. Lapraik & Co	Manila
Emuy	Artadi	Span. str	222	R. W. Lowndes	
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan	Benning	Brit. str		A. Heard & Co., Agents	
Hailoong	Abbott	Brit. str	277	D. Lapraik & Co	Swatow, &c.
Hankow	W. Courtenay	Brit. str	2251	Butterfield & Swire	
Killarney	O'Neill	Brit. str	1060	Order	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Luzon	Coming	Amr. str	681	Order	
Norna	Koch	Brit. str	606	Kwok Acheong	
Pawan	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	*Laid up*
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Rajah	Carroll	Brit. str	959	Chinese	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Vasco-de-Gama	J. F. Rice	Brit. str		Russell & Co	
Visayas	D. de Tremoya	Span. str	214	H. Kiser	
White Cloud		Brit. str	330	A. Heard & Co., Agents	*Laid up*

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
SAILING VESSELS.					
Agustina	Barvier	Peru. sh	947	Vogel, Hagedorn & Co	San Francisco
Anna Bella	Wm. Stephen	Brit. bk	334	Gas Co	
Aurora	Plettner	Brit. bk	295	Chinese	
Baltic	Andersen	Ger. bk	318	Arnhold, Karberg & Co	Tientsin
Batoe Bassi	S. Visman	Dut. bg	325	Ed. Schellhass & Co	
Belle Sauvage	J. W. Finch	Ger. sh	850	Elmbcke	Shanghai
B. Cummings	R. Browne	Amr. bk	304	Captain	
Bua Chao	E. Tams	Siam. bk	380	Chinese	
Camillo Cavour	J. Yreberri	Peru. sh	1326	Astorquia	Callao
Canton	Bruhn	Ger. bk	239	Wm. Pustau & Co	
Charlie Palm	R. Miles	Brit. bk	464	Sang-yuen	
Daylight	Rademaker	Siam. bk	447	Chinese	
Dover Castle	A. Colbert	Brit. sh	1002	Order	
Edward James	Wagner	Amr. sh	539	Rozario & Co	Honolulu
Faith	D. Lloyd	Brit. bk	431	Chinese	
Falcon	C. Talje	Siam. bk	330	Chinese	
Golden Spur	S. E. Farrall	Brit. sh	656	Messageries Maritimes	
Imogen	F. Hughes	Brit. bk	380	Thos. Howard & Co	
Kim-yong-tye	C. Lange	Siam. bg	229	Chinese	
Macao	Ormaechea	Peru. sh	1076	E. W. Pearce	
Marmion	Boyd	Amr. bk	825	Vogel, Hagedorn & Co	San Francisco
Marquis of Argyle	McKeon	Brit. bk	560	Rozario & Co	Australia
Muscat Merchant	Mackintosh	Brit. bk	564	Ed. Schellhass & Co	
Norma	T. Nussbaum	Ger. bk	339	Bourjau & Co	Chefoo
Norseman	H. Hansen	Siam. sh	711	Chinese	
Pilgrim	Fotnie	Amr. sh	952	Tudor Co	
Prosperity	E. Moller	Siam. bk	474	Chinese	
Queen of the South	James Adair	Brit. bk	376	Vogel, Hagedorn & Co	New York
Santa Sancha	M. Nunis, Jun.	Port. bk	311	Rozario & Co	
Sophie	Ohlsen	Ger. bg	210	Bourjau & Co	
Swiftsure	H. Beadle	Brit. sh	1212	P. & O. Co	Manila
Therese	Mudgett	Amr. sh	1030	Aug. Heard & Co	
Windward	Stannard	Amr. bk	722	Vogel, Hagedorn & Co	San Francisco
RECEIVING VESSELS & HULKS.					
Chase	Webster	Pw. Hag.	283	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Kasagakan	J. Inonye	Japanese	cor.		
Man-nien-tsing	Sum-shün-fat	H.I.C.M.	cor.		
Ngan-ton	Stewart	H.I.C.M.	g-b.		
Peng-chao-hoi	Palmer	H.I.C.M.	g-b.		
Sui-Tsing	James Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Bueb	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g-b.		

MACAO.

In port on 13th June, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Callao	A. Vidaurrazaga	Peru. sh	1552	Pearce	
Emigrante	L. Castaguina	Peru. sh	965	N. T. Armero	
Fray Bentos	Angel Fulle	Peru. sh	561	Tuton	
Providencia	J. Ysaurieta	Peru. sh	660	Tuton	
San Juan	A. Urtubiaga	Brit. sh	1450	Garcia y Garcia	
Spark ‡	Wilson	Brit. str		A. Heard & Co., Agents	
Sylvia	Johannsen	Ger. str	326	A. MacG. Heaton	London

‡ *Running between Canton and Macao.*

SWATOW.

In port on 9th June, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Ingeburg	Jacobsen	Ger. bk	386	Diercks & Kruger	Taku
Lulu	Hallet	Amr. sch	388	E. Herton	Taku
Rubicon	Ramsey	Brit. sch	204	Bradley & Co	Chefoo
Willie	Badenoch	Brit. sch	274	Bradley & Co	Chefoo

AMOY.

In port on 30th May, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adelaide	Vock	Ger. bg	208	H. A. Petersen & Co	
Brami	Roder	Ger. bg	195	H. A. Petersen & Co	
Elmina	Ounsband	Dut. bg	263	Pasedag & Co	
Emma	Gerwitz	Ger. sch	111	Pasedag & Co	
Lizzie	Graham	Brit. bk	381	Chinese	
Taikun	Holler	Ger. bk	355	Pasedag & Co	
Traviata	Breckwood	Ger. bk	270	Pasedag & Co	

FOOCHOW.

In port on 5th June, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Furst Bismark	Krause	Ger. bk	370	Siemssen & Co	Tientsin
Fyen	Caspersen	Dan. bk	311	Adamson, Bell & Co	Australia
J. H. Jossen	Carstens	Ger. bk	276	Turner & Co	Australia
Jutbia	Garnier	Fren. bk	202	Master	Tientsin
Korsor	Grove	Dan. bk	317	Butterfield & Swire	Melbourne
Mary Blair	Carson	Brit. bk	328	Adamson, Bell & Co	Sydney
Peri	Crapiz	Ger. bg	275	Turner & Co	Adelaide

SHANGHAI.

In port on 6th June, 1874.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adele	Lapham	Amr. sch	387	Frazar & Co	
Almatia	Rollins	Amr. sch	386	Russell & Co	
Amiral Devoulx	Garrique	Fren. bk	774	F. Poil	
Annie Mabel		Brit. bk		Morris, Lewis & Co	
Annie Muriel	Palmquist	Brit. sch	215	Nils Moller	
Ascalon	Bain	Brit. sh	938	Frazar & Co	
Bulbina	Miranda	Span. bk	591	Frazar & Co	
Crested Wave	Renout	Brit. bk	345	Frazar & Co	
Dartmouth	Pizzey	Brit. sh	915	Gilman & Co	
Geo. Washington	Ratsey	Brit. bk	415	J. S. Baron	
Gustav Adolph	Oblman	Ger. bk	272	Aug. Heard & Co	
Ida F. Tayloy	Burton	Amr. bk	621	Order	
James Shepherd	Madden	Brit. sh	849	Adamson, Bell & Co	
Kermalo	Romille	Fren. bk	256	Russell & Co	
Kronprindsessen	Caspersen	Dan. bk	344	E. Schellhass & Co	
Lammermuir	Maxted	Brit. sh	1054	Thorne, Brothers & Co	
Lunan	Whetton	Brit. bg	261	Morris, Lewis & Co	
Sir Lancelot	Felgate	Brit. sh	889	Aug. Heard & Co	
Thermopylæ	Kemball	Brit. sh	247	Adamson, Bell & Co	

YOKOHAMA.

In port on 20th May, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Activ	Campbell	Amr. bk	291	Captain	
Delphin	Lilienthal	Ger. sch	225	Chinese	
Naruto	Smith	Brit. str	180	Netherlands Trading Co	
Samuel Read	White	Amr. sh	653	Smith, Baker & Co	
Sarah Scott	Estell	Brit. bk	585	M. M. Co	
Scawfell	Appleby	Brit. bk	798	Van Oordt & Co	
Southern Ocean	Huxtable	Brit. sh	1260	M. M. Co	
St. Aubin	Blouet	Fren. sh	1164	French Government	
Vancouver	Shaw	Brit. str	2800	Hudson, Malcolm & Co	

HIOGO.

In port on 11th May, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Dorothy	McLean	Brit. sh	760	Order	
Schiller	Dinoklage	Ger. bk	352	Order	

MANILA.

In port on 8th June, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Carricks		Brit. sh	910	Ker & Co	
Criterion		Amr. sh	1546	Peele, Hubbell & Co	
Davina		Brit. bk	425	Russell & Sturgis	
Elmstone		Brit. bk	698	T. Hermann & Co	
Flóres de Maria		Span. bk	248	F. Reyes	
Flying Eagle		Amr. sh	1004	Russell & Sturgis	
Freia		Dan. sh	879	Peele, Hubbell & Co	
Iruirao-bat		Span. str	666	Cucullu & Co	
Johanna		Ger. bk	758	Smith, Bell & Co	
Maria Fidela		Span. bk	431	C. la Vaza & Co	
Maria y Vicenta		Span. bk	384	F. Munoz	
Meree		Brit. str	621	Peele, Hubbell & Co	
Mountain Laurel		Brit. bk	690	Ker & Co	
Nueva Lepanto		Span. bk	433	Aquirre & Co	
Rosa		Span. bk	405	Castillo Hermanos	*For Sale*
Trinidad		Span. bk	341	Cucullu & Co	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Singapore
Cadmus	Steam Corvette	17	400	Capt. Wm. H. Whyte	Yokohama
Charybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Tientsin
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Formosa
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Barnett	Hongkong
Flamer	Hospital	—	—	—	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Shanghai
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	Hongkong
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	Formosa
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Yokohama
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Tamsui
Meanee	Military Hospital	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Hongkong
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hankow
Opossum	gun-boat	3	60	Lt. Com. E. S. Nuthall	Hongkong
Princess Charlotte	Receiving ship	12	—	Com. J. E. Parish	Hongkong
Ringdove	doub. sc. gun vl.	3	160	Comr. Singleton	Yokohama
Swinger	doub. sc. gun vl.	2	60	Lieut. Comr. Boletto	Singapore
Sylvia	double sc. gun vl.	—	387	Captain St. John	Nagasaki
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Formosa
Thistle	doub. sc. gun vs.	4	120	Comr. F. Starling	Nagasaki

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Dang-wee	Ann. gun-boat	250		O'Sullivan
Elizabeth	Ger. frigate	2000	400	Livonius
Patino	Spanish cor.	1200		Zemento de Murio
Rance	French trans.	1001		Lambal

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
STEAMERS.					
Duna	Thomson	Brit. str	852	Gilman & Co	
Lintin		Brit. str	69	Kwok Acheong	
Prince Albert		Brit. str	180	Kwok Acheong	
SAILING VESSELS.					
Deerhound	J. Shearer	Brit. bk	573	A. MacG. Heaton	London
H. and L.	Blanchet	Fren. bg		Carlowitz & Co	
Kate Carnie	J. Wilson	Brit. bk	549	Olyphant & Co	New York

CANTON.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chen-jui	Poynter	H.I.C.M.	g-b.		
Chinkiang	James Hogg	Brit. str	728	Siemssen & Co	
Ching-Sing	E. Oboy	H.I.C.M.	g-b.		
Demerara				Customs Chop	
...ee-loong	Wright	H.I.C.M.	g-b.		

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